



The Hongkong Telegraph

(ESTABLISHED 1881)

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REUTER'S TELEGRAMS.

PROPOSED FEDERAL DEVOLUTION.

FOR ENGLAND, SCOTLAND AND WALES.

London, April 27. The Speakers' Conference has concluded. It has drafted two schemes of Federal Devolution. Mr. Lowther's scheme recommends the devolution of certain Imperial Parliament powers to subordinate Legislatures in England, Scotland and Wales, consisting of Commons in these areas, to be called Grand Councils. Two chambers to be called the Council of Commons and the Council of Peers, practically Executive Committees, would be empowered to legislate on Health, Agriculture, Local Government, Private Bills and Police. The other report, drafted by Mr. Murray Macdonald, recommends the creation of subordinate Parliaments in the three areas, with similar powers. Ireland is left out of both schemes because of the Home Rule Bill. The members of the conference will sign to-day, and it is expected that the majority of the names will be appended to Mr. Lowther's scheme.

PARLIAMENTARY NEWS.

REPLIES TO QUESTIONS.

London, April 27. In the House of Commons, replying to Commander Kenworthy and Mr. Gilbert as regards the employment of German civilians with the British Army on the Rhine as batmen, motor-drivers and telephonists, Mr. Churchill explained that 2,949 were so employed temporarily, owing to a shortage in technical personnel and from motives of economy. No German clerks were employed at Headquarters or Staff offices. Replying to Sir Harry Brittain, Mr. Churchill said the German aeroplanes deliverable would give a surplus on all possible British requirements and would therefore be reduced to produce (2) and the material sold.

Replying to Mr. Ashley, Mr. Bonar Law said the Cabinet, of course, had never considered the Sinn Fein secessionist demands. Replying to Lord Curzon, Mr. Churchill said there are 14,000 British, 95,000 French, 16,000 American and 20,000 Belgian troops on the Rhine.

WINE AND CIGAR TAXES.

DEBATE IN THE COMMONS.

London, April 27. In the House of Commons, on the Report Stage of the Budget, an amendment to omit the new sparkling wine duty was negatived without a division.

Mr. Chamberlain repeated his previous arguments in support of his alcoholic taxes. He undertook to receive a deputation from all branches of the wine trade and to consider their representations. If he found small modifications not injuring the main proposals would be more acceptable he would favourably consider them. Subsequently, the wine duties resolution was adopted.

The Chancellor, replying to representations respecting the effect of the Cigar Tax upon Havana and Dominions cigars, promised to receive a deputation on the matter.

MINISTRY OF SHIPPING.

INTERESTING FINANCIAL STATISTICS.

London, April 27. The report on the Appropriation Account of 1918-19 for the Ministry of Shipping shows that the total deficiency to be met from the Vote of Credit amounted to just over £100,000,000. The Report deals at some length with the financial aspect of building concrete ships, showing that after the Armistice the whole policy of constructing concrete ships was reviewed, when it was decided that it would be more economical to cancel the contracts, and the total loss to the State was reduced to about £2,300,000.

OUR GLORIOUS DEAD.

London, April 27. Mr. Rudyard Kipling, in a speech in London with reference to the work of the Imperial War Graves Commission, emphasised that the basic principle on which the Commission was working was absolute equality and permanence. He stated that no point was more insisted upon by the Imperial representatives, both from the viewpoint of sentiment and justice. He pointed out the impossibility of acceding to the requests for private expenditure. The Commission aimed at making the graves uniform and identical for every man, whether a Field Marshal or a camp follower.

Mr. Churchill, in a speech, similarly emphasised the point that the Dominions were contributing their quota of expenditure on the basis that the graves be equal and uniform. He mentioned that half a million headstones were required for the graves in France and Belgium.

PEACE WITH AUSTRIA AND BULGARIA.

London, April 27. The Peace Treaties with Austria and Bulgaria have received the Royal assent.

SAN REMO CONFERENCE.

ITS DELIBERATIONS ENDED.

San Remo, April 28. Conference has concluded and the Missions leave day afternoon at four.

REUTER'S TELEGRAMS.

TURKS - FRENCH.

STIFF FIGHTING REPORTED.

Paris, April 27. A battalion of French infantry and a squadron of cavalry occupying Urfa, the last post between the Tigris and the Euphrates, were surrounded by Mustafa Kemal's troops and the French were compelled to leave the town after the conclusion of an armistice. The French were later attacked by superior numbers. According to the Turks, a portion of the French forces succeeded in returning to the town; the remainder have probably reached the railway.

MORE BEDOUIN TROUBLE.

Cairo, April 27. Two thousand Bedouin attacked Semakh, south of Lake Tiberias. There were a few Police casualties. The small British force withdrew. According to latest reports, the situation is well in hand. Aeroplanes participated in the operations. It is officially opined that it is purely a local incident, a development of raids in which the Bedouin are looting sheep and cattle.

MORE SURRENDERED GERMAN WARSHIPS.

Cherbourg, April 27. The German cruisers Thuringen and Kolberg, with seven destroyers, have arrived. They are being given up as compensation for the Scapa Flow sinkings.

INDIAN RAILWAY DISASTER.

Simla, April 27. In a railway collision near Moradabad, four carriages caught fire and 50 passengers were killed and 50 injured.

OLYMPIC GAMES.

Antwerp, April 27. In the Olympic Games, Canada beat Sweden by 12 to 5 in the ice hockey final.

TO-DAY'S CHINESE TELEGRAMS.

A KWANGTUNG PROTEST.

Shanghai, April 28. The Cantonese community in Peking has arranged a general meeting strongly to protest against the proposal that Kimchow and Linchow, in Kwangtung, be ceded to Kwangsi. (It is interesting to note that Luk Wing-ting declared a few weeks ago that the two places named should be included in Kwangsi province in order to secure an outlet to the sea.)

THE SHANGHAI QUESTION.

Shanghai, April 29. An official notification from the Japanese Legation to the Ministry for Foreign Affairs says that the transfer of German rights in Shantung to Japan has been approved, but that Japan, in consideration of China-Japanese friendship, proposes negotiation.

BAN ON STUDENTS' MEETINGS.

Shanghai, April 29. In reply to the request made by the Secretary for Foreign Affairs, the French Minister has agreed to instruct the Consul in Shanghai to prohibit any meetings convened by the students.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

SIR JOHN BUCKNILL GOING TO INDIA.

Singapore, April 28. The Chief Justice, Sir John Bucknill, has been offered and will accept an Indian Judgeship.

DISASTROUS FIRE.

Singapore, April 28. The fishing village of Bagon Siapiapi, in Sumatra, has been almost totally burnt down. Three hundred houses were destroyed. The damage exceeds two million guilders.

WU TING FANG'S MONEY.

Shanghai, April 28. The Mixed Court has tied up indefinitely Wu Ting-fang's money. The British Assessor, Mr. Blackburn, announced from the bench that Dr. Wu's affidavit admits that the money is trust funds.

SHANGHAI AWAITS FLYERS.

Shanghai, April 28. The Italian flyers, are expected to land at Kiangwan on Thursday afternoon at four.

SKYSCRAPERS FOR HONGKONG.

AN INTERESTING INTERVIEW.

The necessity for skyscrapers in Hongkong has been commented on in private circles very frequently, and to-day we interviewed Mr. Ray E. Gunn, Manager of the Robert Dollar Company, to get his opinions on the subject.

Mr. Gunn said: "I would say that Hongkong decidedly wants means to relieve the congestion of housing and office accommodation. If you just take a look behind you at that photo of the water front at New York you will see what I mean by skyscrapers. You will see in that picture a building of 57 stories, and you can go up to the 57th story in the elevator in less time than you lose in going up two flights of steps in Hotel Mansions. Of course, there are a lot of streets in Hongkong where skyscrapers would not be practicable, as they would keep sunlight entirely out of the street, which would result in unsanitary conditions. The first step towards getting skyscrapers, I should think, would be to select a limited district, where the authorities would broaden the streets so that there would be no question of keeping the sunlight out of the street. As far as our Shanghai office is concerned, we are building a seven-story building of offices, exclusive of the roof garden, while in San Francisco we have found it necessary to build a ten-story structure to accommodate our offices. To give you an idea, you had better take a look at the picture of our building in San Francisco. The original building was of five stories, but this was supplemented by another five, built on the previous one. You could have some built like that in Hongkong. Take the old Post Office building. One could put up a building of, say, ten to twelve stories, and get twice the efficiency out of the property area as if one built a four or five-story building. That is self-evident, and it does not need any explanation. Therefore, I do not think there is much to be said on the subject.

"As far as building regulations in Hongkong are concerned, I know nothing at all about them. Looking at the matter from a business point of view, I should say, where property is running so high per square foot area as it does here in Hongkong, it is really no inducement to put up a property and then be restricted in the size of the building. So far as the Praya East Reclamation scheme goes, I do not know whether it would be possible to put up skyscrapers on reclaimed ground. Take the Southern Pacific Street building which is in San Francisco. That was built on reclaimed ground, and is twelve or fourteen-story building.

"What parts of Hongkong in your opinion are suitable for putting up skyscrapers?" enquired our representative. "That is a difficult proposition. Of course, the suitability of the location would depend to a great extent upon the question as to whether or not the ground is reclaimed and whether you are building on a rock foundation. I am not sufficiently acquainted with the history of the area right here to know just where the point of reclaimed land starts, and where it originally ended. So far as the suitability of the building of such skyscrapers goes, any part of Hongkong would be good, but the question would be the increased cost of building as a result of the foundation. On that I am not well-informed, but building on reclaimed land you would probably have to drive in piling or pillars to get your pillars on solid ground, or rock, as you cannot build a big building on loose earth. You have to get down to something solid.

"In that case buildings that are already constructed cannot have additional stories put up," remarked the interviewer. "I should say that I am not able to give any opinion on the subject."

"But are not buildings in Hongkong assessed according to yield?" enquired our representative of Mr. Gunn. "That is entirely out of my sphere of knowledge. I have not gone into the question. To give you an example in the case of America. Each landowner there is, what is commonly called, a freeholder and there is no such thing as Crown rent. There properties, together with the improvements, are assessed at a certain value. This value is arrived at by taking into consideration the net revenue which this particular piece of property gives, and then figuring what the original outlay on capital should be to give such a revenue. Usually, the assessed valuation is made at about 75 per cent. of such estimated original outlay. Each locality estimates what its budget should be for the next year and each landowner pays pro rata on that budget in proportion to the assessed valuation of his land. This results in more money being spent on improvements during the year so as to keep down the net revenue. It also means that unimproved properties have to pay their percentage of taxes on the original cost of such unimproved properties."

"Do you suggest some method of taxation in the Colony?" "I believe there are obstacles in the way of the old Crown leases that now exist which would make the plan impracticable under the present conditions. This question of housing conditions will have to receive a close study. A man cannot give an opinion offhand."

"No. If the street is too narrow to allow a skyscraper being built, the skyscraper could be set back. The streets in future will have to be widened."

"If the buildings are set back, it would mean sacrificing so much land," remarked the interviewer.

architectural field. In the case of our San Francisco office we had more stories put up, it is true, but the foundations of almost all buildings in America are built on rock. The only exception is the only hotel in San Francisco, which is built on sand. Our office building sites have only a short time to run on their lease, and a man would tear down a building and put up a new building which will cost him from half a million to a million dollars unless he is assured that his lease would be extended and on the same rent that he used to pay."

"Have you any intention of putting up a skyscraper in Hongkong?" enquired our representative of Mr. Gunn.

"So far as I know, we have no such intention. We are not considering building our own offices in Hongkong."

"Why is that?" "We are very comfortably located where we are at present. We do not need such an office here. Building is out of our line. We are a steamship company."

"The same does not apply to your Shanghai office?"

"I do not know what the policy of the Shanghai office is, as I am not in touch with that office."

"Should skyscrapers go up in Hongkong, would you expect office rents to be cheaper?"

"Well, before I answer that question I should have to get a competent estimate of the cost of such a skyscraper, and the relative square feet of rental space on which the revenue would be derived. It would be an easy matter to figure out then."

"Do you think that office rents in Hongkong at present are very high?"

"I should say it is really a question of supply and demand. Comparatively speaking, rents of offices in Hongkong are very much higher than in America."

"What do you think that is due to?"

"Well, I should say it is due to supply and demand. With the increased business of the competing firms they are all looking for larger offices and they are willing to pay more for them to get ahead of some other fellow."

"How can the situation be ameliorated?"

"My opinion is that the whole question hinges upon the question of taxation. If buildings were actually assessed and taxed upon their present value, such value to be estimated upon their actual profits, it would result in rents being cut down."

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"Do you suggest some method of taxation in the Colony?" "I believe there are obstacles in the way of the old Crown leases that now exist which would make the plan impracticable under the present conditions. This question of housing conditions will have to receive a close study. A man cannot give an opinion offhand."

"No. If the street is too narrow to allow a skyscraper being built, the skyscraper could be set back. The streets in future will have to be widened."

"If the buildings are set back, it would mean sacrificing so much land," remarked the interviewer.

CANTON AVIATION MISHAP.

ITALIAN MACHINE SMASHED.

One of the Italian aeroplanes participating in the Rome-Tokyo flight, piloted by Lieutenant Masiero, was smashed at the North Parade Ground, Canton, when striking a tree upon starting for Shanghai yesterday morning, while the one in charge of Lieutenant Ferranti succeeded in bringing off.

The two aeroplanes left their landing place at Fong Tsuen about eight o'clock yesterday morning, making a circuit of Canton City before finally leaving it, stopping at the North Parade Ground awhile on their way out. When starting again, one struck a tree, seriously damaging the machine, but leaving the aviators unhurt.

MAMMOTH SHIP.

IN HONGKONG HARBOUR.

The former Hamburg-America Line steamer Amerika arrived in port yesterday afternoon and moored at an anchorage off Holt's wharf. She has on board over 7,000 Czech troops in charge of General Kroulik. This big vessel has attracted much notice, standing as she does so very high out of the water. Painted a dull grey, and having two rather small funnels, she does not appear at first glance to be the Leviathan that she is.

We stated yesterday that the Amerika is the biggest boat ever seen in Hongkong Harbour. That is so. Her gross tonnage is 13,537. These figures compare with 20,718 gross tons and 13,324 net tons for the Minnesota, which in pre-war days was a frequent visitor to this port, as also was the Cleveland, with 16,560 gross tons and 10,267 net tons. The figures for the Empress of Asia are 16,909 gross and 8,883 net.

So far as dimensions are concerned, the comparative figures are: Amerika: Length, 669 feet; breadth, 73.3 feet; depth, 47.8 feet. Minnesota: Length, 622 feet; breadth, 73.5 feet; depth, 41.5 feet. Cleveland: Length, 508.9 feet; breadth, 65.3 feet; depth, 46.7 feet. Empress of Asia: Length, 570.1 feet; breadth, 63.2 feet; depth, 42 feet.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s.9/4d.

THE WEATHER.

Forecast: Fair. Barometer: 29.78. Temperature 2 p.m.: 74. Humidity 2 p.m.: 79.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Reynolds Denniston Co. in "Friendly Enemies"—9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Reynolds Denniston Co. at Theatre Royal.

SATURDAY, MAY 1.

Hongkong: Dog and Poultry Show, Happy Valley.
Tea and Dinner Dances, Repulse Bay.

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NOTICES.

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HONGKONG PILOTS.

A SHANGHAI COMMENT.

Hongkong is about the largest British shipping port in the world, yet it has no properly organized pilotage. True, the difficulties of approaching, entering, leaving, or passing through the harbour are practically non-existent to vessels of average size and draft, excepting the peculiarities of the tides and eddies and the crowded state of the harbour caused by craft of all kinds, large and small, native and foreign, steam and sail. But the size of modern vessels is rapidly increasing and vessels drawing 25 feet or more and of 400 to 500 feet in length do require some care and knowledge of the dangers that be and some knowledge of handling large ships combined with steadiness of hand and nerve. The tides also require to be known, as they have many eddies and vagaries, and the movement of the many small craft run by natives, both sail and steam, require attention and watchfulness; yet large, deep draft ships such as mail ships, transport, and cargo ships are entrusted to the care of Chinese pilots who have had no sea training and no experience as watch officers or commanders, nor of the handling of large craft under all kinds and conditions of difficulties, obstacles, and unforeseen circumstances. Surely insurance companies, if these facts were known to them, would not consent to such a condition of affairs.

These Chinese pilots, although they profess to be British subjects and have to produce papers to that effect before they can obtain their licences are, after all, only Chinese. In Hongkong there are a few well-known ship-chandlers, termed also compradors, and these men, generally old pilots themselves, employ three or four licensed Chinese pilots who act also practically as runners for the said ship-chandlers who employ them. They are thus not only pilots but tout for the stevedoring, provisioning, coaling, and general clearing of the vessels they pilot for their employers, a state of affairs that seems hardly possible to the dignity of a British Crown Colony but yet is an actual fact.

The origin of the Hongkong pilotage seems to have been that these ship-chandlers originally waited for and boarded vessels outside for their business and at the same time acted as pilots but had no licences and charged about \$5 for the piloting inward and the same outward.

In 1904 it was decided by the authorities that pilot licences should be issued and certain Britishers were induced to obtain the pilotage. An examination was held by the Harbour Master, and the licences were granted. In the meantime the Chinese pilots, who had been charged, which are practically \$10 inward and \$10 outward and \$5 for shifting ships about the harbour, respectively of size and draft.

In 1908, when Britishers who obtained the licences at the end of 1904, the old ship-chandlers also passed for unlicensed business, having produced papers to show that they were British subjects, and it is a well-known fact that the most senior and the smartest of these Chinese found it very difficult to pass his examination, simple as it was, and only passed after several attempts.

The seven Britishers who obtained licences were of the poorer Hongkong and China Coast sailing type for, unfortunately, the authorities made no choice of men; consequently a poor representation of the British mercantile officers was obtained for the Hongkong pilotage, this of course mainly due to the fact of the absurdly small fees allowed by Government Ordinance irrespective of size or draft, a vessel of 10,000 tons and 28 feet draft paying only the same fee as a vessel of 500 tons and 10 feet draft. Another drawback for the British pilot was the fact that the old Chinese ship-chandlers, the pilots or their minions, had the "pull" practically of all shipping in Hongkong, so no really good British officer would consent to try his hand at such a poor living, the consequence being that not a very brilliant lot of British pilots took out licences and what with their want of competency in handling vessels, their attitude towards shipmasters and ship agents, their inactivity and inattention to duty, all these failings caused shipmasters and ship agents to have an objection to the British pilot; so British pilots resigned, or were kicked out or failed to be employed, and more licences were issued to Chinese ship-chandler's employees, now and then only a Britisher trying his hand at pilotage.

But the British pilot became more and more objectionable to the shipmaster and ship-agent and out of eleven British pilots who obtained licences from November 1904 to 1908 none now remain, the last of that batch and the most reliable one of the whole lot having died practically on duty in May, 1908. Thus came to the end for the time being British pilotage in Hongkong, and thirteen Chinese pilots remained, four of them being ship-chandlers and each of those four employing two, three or four of the remainder as their pilots and runners.

In June 1909 a British shipmaster of many years experience at sea and for twelve years in command of both small and large vessels, the latter mail ships, was persuaded to take up the work of the lately deceased pilot because it was necessary to have at least one British pilot in Hongkong, so once again a British shipmaster made the attempt to make a living as a pilot in Hongkong, but he found it a difficult matter in spite of favours shown him by five shipping offices in Hongkong, one only being that of a mail line, the French Mail, and these five shipping offices were the only shipping offices in Hongkong who would give work to a British pilot in spite of the fact that that pilot was known to be a strictly sober man, efficient at handling ships and an attentive man to his duties. He thus found it a difficult matter to make a living and this in the largest British port of the world, the Chinese ship-chandler and his pilots practically running the harbour of Hongkong so far as pilotage goes.

The last British pilot at Hongkong was a Capt. P. Going, who gave up the general pilotage to become the special pilot of the Blue Funnel Line's vessels about three years ago, but six months ago retired to another berth because of lack of support. Thus, the last British pilot at Hongkong has gone and in the greatest seaport of the world we now have only Chinese pilots. This can be constituted as nothing more or less than a deplorable state of affairs and requires remedying at the shortest possible notice.

The present Chinese pilots at Hongkong are supposed to be licensed but there is, apparently, no difficulty in substituting one man for another on the licence. Will the large insurance companies in Great Britain take notice of this fact? The foreigner now smiles at the so-called Hongkong pilotage. Were Hongkong a German, French, American or Japanese port, no Asiatic would be allowed to be a pilot in the port, but only the white nationals or that nationality which held the port, as in the case of Japan, only Japanese. The Hongkong pilotage question is one which ought to be raised in the House of Commons. (Shipping and Engineering (Shanghai).)

PHILIPPINES SUGAR.

INCREASED CANE CROP EXPECTED.

That there will be an increase of 70 per cent. over last year's production of sugar cane in Batangas, in spite of the drought which prevailed during the last month and a half, is the report of the Supervising Agricultural Agent Mr. W. G. McCarthy. The report runs thus:

"Through the province of Batangas the climatic conditions have not been very favourable for agriculture due to the dry hot weather that has prevailed for the last month and a half. During this period there has been practically no rain. Sugar cane and other crops have suffered from this unfavourable condition. Sugar cane was the principal crop planted throughout the province so far this season, and the area planted to this crop this season will show an increase of at least 70 per cent. over area planted to sugar cane for 1919. The preparing of land for the planting of the season upland rice crop in May is practically completed. There will be a great reduction in area planted to upland rice and other food crops this season due to the increased area planted to sugar cane which in former years was planted to upland rice and corn. Through the municipalities of Lian and Yagob, the harvesting of an excellent crop of corn has just been completed. Through the northern section of the province vegetables and root crops are found in much larger quantity than through eastern and western section of the province. The supply of these products through this section is greater than local demands and large amount of vegetables and root-crops are shipped to the Manila markets from this section every week."

UNIVERSITY OF HONGKONG.

LUGARD HALL DINNER.

An enjoyable evening was spent in Lugard Hall on the occasion of the third Annual Dinner on Tuesday, 27th inst. Among those present were Professors Jordan, Smith, Hinton, Earle, Wright, Redmond, Rev. Dr. Pearce, Rev. C. R. Shan, Dr. V. N. Atienza, Dr. Fenton, Dr. S. C. Ho, Messrs. N. T. Mackintosh, Shuhai Hsu, H. M. Siu, and A. H. Ramjahn.

After the patriotic toasts had been duly honoured, Prof. Hinton proposed the toast of "The University," to which Prof. Jordan, in reply, said it was necessary to train up the body as well as the mind, and in no place could the students do better in this respect than in the hostels and on the athletic ground.

Mr. Mackintosh, in proposing "Lugard Hall," asked whether the fact that he knew that Hall so intimately was the reason why he was called upon to make that toast. He referred to the many activities of the hostel, and considered the residents had every reason to be proud of their ability to maintain the excellent traditions of Lugard Hall. He referred to the "esprit de corps" which existed in the Hall. He wished the Warden, Prof. Warren, a happy holiday in the Home-land and expressed the hope that he would return as Warden.

Prof. Warren replied for the Hall, referring to the fact that he was shortly going on leave. He had found his wardenship a most pleasurable one and it was a position which he would relinquish reluctantly. He would always remember the happy time he had with the students of the Hall.

Mr. E. C. Cheam suitably proposed the health of the guests, and Prof. Smith replied in a humorous speech.

A distribution of prizes by Prof. Jordan, to the winners of the Hotel tennis, ping-pong and chess tournaments, brought the function to a close.

NEW CABLES TO THE EAST.

P.M.G. EXPLAINS DELAYS.

In the course of a reply, addressed to the President of the Manchester Chamber of Commerce (Mr. E. F. Stockton), to the complaints recently made of continued delays in the cable service, the Postmaster General expresses his great regret that, in consequence of the conditions which have already been fully explained in previous correspondence, and of the recent interruption of the two main Pacific cables (the American Commercial Pacific Company's cable and the British Pacific Cable Board's cable), the situation is still unsatisfactory. Both Pacific cables, he adds, have now been restored. The work of laying new cables, between this country and Gibraltar, and between Malta and Alexandria, has been completed by the Eastern Company, and they hope during the spring to lay a new cable between Aden and Bombay, and to effect other improvements which will increase the capacity of their lines. Progress is being made by this department with the construction of two high-power wireless stations for the purpose of a reliable wireless service between the United Kingdom and Egypt.

With regard to the suggestion that the service from France and Switzerland to the East is better than that from this country, it is pointed out that telegrams from those countries for the East pass over the Eastern Company's cables, and the Postmaster General is assured that there is no ground for thinking that the public on the Continent are in a more favourable position in this respect than the public at home.

An explanation is added of the delay in delivery of two telegrams to Greece, which had been quoted as examples by Mr. Stockton. The Greek Government Telegraph Department reported that they bore unregistered addresses, and as its notification was taken to mean that they could not be delivered the senders were advised accordingly. Both telegrams eventually arrived at their destination in a garbled state, but the Postmaster General has not yet received a report from Athens of the condition on arrival there. (Manchester Guardian.)

NOTICES.

LANE, CRAWFORD & Co.

SOLE AGENTS
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"MAPPIN & WEBB"

MESSRS. MAPPIN & WEBB ARE NOW SENDING
REGULAR SHIPMENTS OF THEIR RENOWNED
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Dining room of Mrs. Hester Palmer.
From a photograph by permission.

"The Announcement of our display of
Community Plate will be of particular
appeal to our customers whose metropolitan
tastes keep them in touch with the world of
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Watson's HYGIENOL

A powerful disinfectant, germicide and
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Extremely economical in use most effective in operation.
Price Per Pint 6s. 6d. Per Gallon \$2.25.

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Wear dresses in Muslin, Voile,
Silk, etc.

Price from
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in the latest styles, New
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Good Washing Material

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READY-TO-WEAR CHILDREN'S
SUMMER DRESSES.

OVERALLS, ETC. ETC. All Sizes.

\$1.75 to \$4.50.

NEW READY-TO-WEAR HATS.

A large and varied stock of all the latest in smart hats
for present wear, at extremely reasonable prices. Call and
inspect.

\$2.75 to \$12.75.

NEW VEILINGS AND NEW NECK WEAR.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central,
HONGKONG.

LABOUR TRAINING FOR POWER.

MR. BEVIN CONDEMNS "CA' CANNY."

Some thousands of transport workers assembled on the Embankment recently and marched to the Albert Hall, where a meeting was held to receive the report regarding the Dockers' Inquiry.

Mr. Harry Gosling, who presided over the meeting, said that at the inquiry he had gained considerable experience of calories (laughter), and he knew to the finest possible point how much they could carry a sack of corn on. A scientific gentleman had told them how to live, and now they were waiting for some one else to tell them how much they were going to get to do it on. He proposed—that this meeting of transport workers adheres to its demand for a 15s. minimum and makes common cause with the transport workers of all other ports in establishing standard minimum rates in accordance with the policy expressed by the representatives at the Court of Inquiry.

Mr. Ernest Bevin contended that one of the greatest things to win in this life was status, and one of the greatest things they had to strive for was not merely money but power, and to acquire the wisdom to use that effectively. The inquiry displayed the great human tragedy of the men and women fighting year in and year out against the terrible economic conditions that surrounded them. He appealed for self-control among trade unionists and said that Labour, when it came into power, would find it would require even greater wealth, it would want even greater production, not by slavery of the physical man, but by bringing to his aid all that science could do to help him. If they developed greater discipline, greater self-control, and greater power they could show that the human investment in industry was more valuable than capital. The resolution was carried with enthusiasm.

Speaking at Bristol earlier in the day, Mr. Bevin said the men must not practise "ca' canny." Deliberate reduction of output, or not rendering proper service, was a mistake, because it became a habit and a policy. They found that when Labour got into power, on the municipal bodies, some of the men expected to be treated in such a manner that it was impossible to carry on industry. If Labour came into power and hoped to be successful, they would have to call for greater service to the community, not less.

250,000 TONS OF FLE SHIPPING.

CONGESTION AT CARDIFF DOCK.

At the Cardiff Chamber of Commerce recently, Mr. R. O. Sanderson, in his presidential address, said that since the outbreak of war, dock accommodation at Cardiff had remained stationary, while facilities for the shipment of coal had deteriorated considerably.

Consequently, there was a greater accumulation than ever of idle tonnage in the roads. The number of vessels waiting outside the port had on occasions reached nearly 100, representing probably a dead weight capacity of at least 250,000 to 300,000 tons and a capital value in shipping alone of between six and a half and seven millions.

In this connection, Mr. Sanderson said that in 1913 the output of the South Wales coalfield was nearly 57,000,000 tons, and had that rate of increase in production for the previous 10 years been maintained the present annual output would be about 65,000,000 tons.

In 1919, however, it only amounted to 47,000,000 tons. If the dock and shipping facilities were inadequate to deal with the diminished production, how much more inadequate would be they to deal with the potential capacity of the coalfield?

The Lord Mayor, who paid his first official visit to the docks, assured those present that any scheme which was brought forward with a view of dealing with the serious situation indicated by Mr. Sanderson would receive the strongest support of the City Council.

It was decided to refer the matter to the Council of the Chamber of Commerce.

CONSIGNEES.

THE BANK LINE LTD.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From NEW YORK.

The Steamship

"KAZEMBE"

having arrived, Consignees of cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holts Wharf, Kowloon, whence delivery may be obtained.

No claim will be admitted after the goods have left the Godown, and all goods remaining undelivered after May 5th, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before May 12th 1920, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays & Fridays between the hours of 10.45 a.m. and noon, within the free storage period.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.

General Agents.

Hongkong, 29th April, 1920.

THE EAST ASIATIC CO. LTD.

NOTICE TO CONSIGNEES.

From SCANDINAVIA

The Motorship

"ASIA"

having arrived from the above ports on the 29th April 1920, consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th May, 1920 will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on the 5th May, 1920 at 10 a.m.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

MESSRS. THORESEN & CO.

Agents.

Hongkong, 29th April, 1920.

HEADACHE FOR DAYS.

A SIGN OF DISTRESSED NERVES.

There are few ailments that cause more genuine misery than nervous, neuralgic, or sick headaches. Only those who have endured suffering for days at a stretch realize the agony of the victims. Light and noise increase the pain; food is unthought of, for it only adds to the distress. When the attack is on there is little to be done until it passes away. This may mean hours, or it may mean days.

Nearly every victim of headache suffers from thin blood, also weak nerves, the latter being the result of the former. The most successful treatment therefore, for headaches is a remedy that will rebuild the blood so that it can nourish the starved nerves.

This process of strengthening thin blood and weak nerves is being accomplished on all sides by Dr. Williams' pink pills for pale people. These pills contain the elements that make new blood, and as the nerves get their nourishment from the blood, Dr. Williams' pink pills have been found invaluable in a wide range of diseases of the blood and nerves, such as rheumatism, after-effects of influenza, neuralgia and neurasthenia or nervous breakdown.

If you are not fit Dr. Williams' pink pills will help you to health. Get a supply now from any dealer, or direct and post free, one bottle for \$1.50, (six for \$8.) from Dr. Williams' Medicine Co., 96 Seachuen Road, Shanghai.

"Nerves and Their Needs" is a little book that will help you to avoid nerve troubles. Send a postcard for a free copy of it to the above address.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S.S. "LAKE FIELDING."

From CALCUTTA via RANGOON, PENANG, SINGAPORE and SAIGON.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 29th at 10 a.m. and April 30th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after April 30th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

As Operators, U.S. Shipping Board.

Hongkong, 29th April, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

The Steamship

"WEST INSKIP"

From SAN FRANCISCO via JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, with cargo ex S.S. "COLOMBIA" Voyage 14-04. Consignees of cargo are hereby informed that their cargo will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk and expense.

Consignees are hereby notified that cargo transferred from the S.S. "COLOMBIA" to the S.S. "WEST INSKIP" at Yokohama will be subject to General Average and before delivery of such cargo can be given they must sign General Average Bond, furnish completed valuation statements and pay a General Average contribution of 1 1/2% of the invoice value of the goods.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where cargo ex S.S. "COLOMBIA" will be examined by Messrs. Goddard & Douglas on April 29th at 10 a.m. and cargo ex S.S. "WEST INSKIP" will be examined by the Company's representative on April 30th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 3rd, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Hotel Mansions.

Hongkong, 29th April, 1920.

NEW ADVERTISEMENTS.

THEATRE ROYAL



REYNOLDS DENNISTON

To-Night at 9.15 sharp

The Popular DENNISTON PLAYERS

The International Success.

"FRIENDLY ENEMIES"

"FRIENDLY ENEMIES" is a dramatic masterpiece of comedy and pathos, of tears and love, of seriousness and fun, and has been a sensational success on three continents. Its fame has spread so far and wide that it needs scarcely a word of comment. It has already been seen by millions of playgoers and will probably be seen by as many more, before its extraordinary career is brought to close. It is the only play on record which received a public endorsement from a President of the United States of America. "Friendly Enemies" has the longest "run" OF ANY PLAY IN NEW YORK during the 1918-1919 season and ran for many months in London under caption of "UNCLE SAM."

Advertiser said: "The theatergoers of Honolulu will be missing the best show of the season if they miss seeing 'FRIENDLY ENEMIES'."

Star-Bulletin said: "All that is necessary in reviewing 'FRIENDLY ENEMIES' is to proclaim the Denniston Company's success from the house-tops."

FRIDAY, 30th April. The most compelling play ever penned by the mastermind of the playwright: "THE ACQUITTAL"

SATURDAY, 1st May. The Farce of Farces, one continual scream: "NIGHTIE NIGHT"

MONDAY, 3rd May. The Big Play: "THE WOMAN IN ROOM 13"

TUESDAY, 4th May. At the Request of Many: "UP IN MABEL'S ROOM"

WEDNESDAY, 5th May. The brilliant, sparkling and piquant Farce Comedy: "BABY MINE"

The Box Plans for the latter Three Plays will open at Montreuil's this evening—other plans now open. Telephone No. 527.

Owing to the postponement of the "Nora's" sailing till the 10th, the Company is enabled to extend their Season till the 8th May. Programmes for the last 3 nights will be announced in due course.

PRICES: \$1, \$3 & \$1. Arrangements have been made whereby Trams will run to the Peak after the Performance is over.

NOTICE. Messrs. Lane, Crawford & Co. have a large assortment of Dog collars and leads suitable in every way for the forthcoming Dog show at Happy Valley.

CONSIGNEES. THE STEAMSHIP "AFRICA" From TRIESTE, COLOMBO, PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th prox. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO. LTD., Agents, Hongkong, 28th April, 1920.

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ALL SIZES IN STOCK.

Prices from \$1 to \$1.50.

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The Steamer "DAGMAR" as she now lies in the Monam River, Bangkok, with all her machinery, gear and appurtenances etc.

1457 tons gross Reg.

921 tons net Reg.

1800 tons deadweight capacity on 17 feet mean draft

Speed 10 knots

This steamer went ashore in the Gulf of Siam, was salvaged, and towed to Bangkok, where she was dry-docked and patched up.

Inspection orders on application to the East Asiatic Co. Ltd., Bangkok.

The steamer to be at purchasers' risk after fall of hammer, when purchase money is to be paid.

For full particulars apply to

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TO BE LET—No. 46 'ELGIN STREET. From 1st June 1920.

Apply to Dr. Asger, Dental Surgeon, Post Office Building.

WANTED.

WANTED.—Young lady (British Nationality) desires position as Steno-Typist; has had previous experience of office work. Reply Box No. 349 c/o "Hongkong Telegraph."

HONGKONG DOG AND POULTRY SHOW, 1920.

will be held

(by kind permission of the Stewards of the Jockey Club)

at Happy Valley.

on

SATURDAY, May 1st, from 2 p.m. to 6 p.m.

Judging takes place at 3 p.m.

Dogs and Poultry will not be allowed to be taken away before 3.30 p.m.

Admission:—\$1.00.

NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE.

43, Bonham Road. Opposite the University. Tel. No. 732. P.O. Box, 593.

Principal JOHN P. JONES, B.Sc., M.E. Min.

The Institute affords Special Preparation (Class and Private, Day and Evening, Oral and Correspondence) for University Matriculation and Degree Examinations.

New Session has now commenced. Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.

Private Tuition can also be had in these subjects.

Prospectus on application.

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The MILLIKENS are made by Messrs. Brough & Hinchcliffe, Ltd., Manchester, and guaranteed to perform working order. The complete plant will cost not 2,000 Pounds. Arrangements for delivery.

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NOTICES



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SOLE AGENTS FOR CHINA.

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New Shanghai Office

To receive more efficient service to our many customers in this city and the greater part of the Republic, we have opened a new office and stock room in the new INTERNATIONAL BLDG., 100, NANKING ROAD, SHANGHAI, which will be completed in April, 1920.

For free copy of our 1920 Catalog, apply to MONTGOMERY WARD & CO., 12, NANKING ROAD, SHANGHAI. We guarantee that any merchandise purchased from us will be sent upon arrival to be exactly as represented in the catalogue. We Guarantee Safe Delivery.

MONTGOMERY WARD & CO.

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CONSIGNEES

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

THE U. S. S. R.

S. S. "WEST HARTS"
S. S. "WEST CADRON"

The cargo on the above steamers having arrived from San Francisco and ports by the S. S. "West Cadron" on April 25th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited and stored at consignees risk.

All broken, chafed and damaged cargo is to be left in Godowns until Friday April 30th, 1920, when they will be examined by Messrs Carmichael & Clarke at 2.30 p.m. April, 1920.

Claims will not be accepted unless cargo is examined by said Surveyors, prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after May 2nd, 1920, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Agents.

Hongkong, 24th April, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SOERABAYA, via

SAMARANG, SINGAPORE

and SAIGON

THE Steamship

S. S. "CADARETTA"

having arrived from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same alongside, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd and stored at consignees' risk.

Consignees must produce an Import Permit before bill of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 30, 1920, at 2.30 p.m. by Carmichael & Clarke.

All claims must be presented within 10 days of the steamer's arrival here, after which they can not be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after May 2nd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.

Operators, U.S. Shipping Board

Hongkong, 26th April, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE AND STRAITS.

THE Company's Steamship

"KITANO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 3rd May, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 26th April, 1920.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From EUROPE & STRAITS

The Company's Steamship

S. S. "CELEBES MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 4th May, 1920 will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's representative and the Company's Surveyor, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures, immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA.

Manager.

Hongkong, 27th April, 1920.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL, CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII

TEL. ADDRESS: "TAIKOO DOCK" HONGKONG.

TELEPHONE NO. 22

CALL PLANS: "T" OVER "AND, PENNYMANT."

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

Just arrived.

Artistic

Lighting

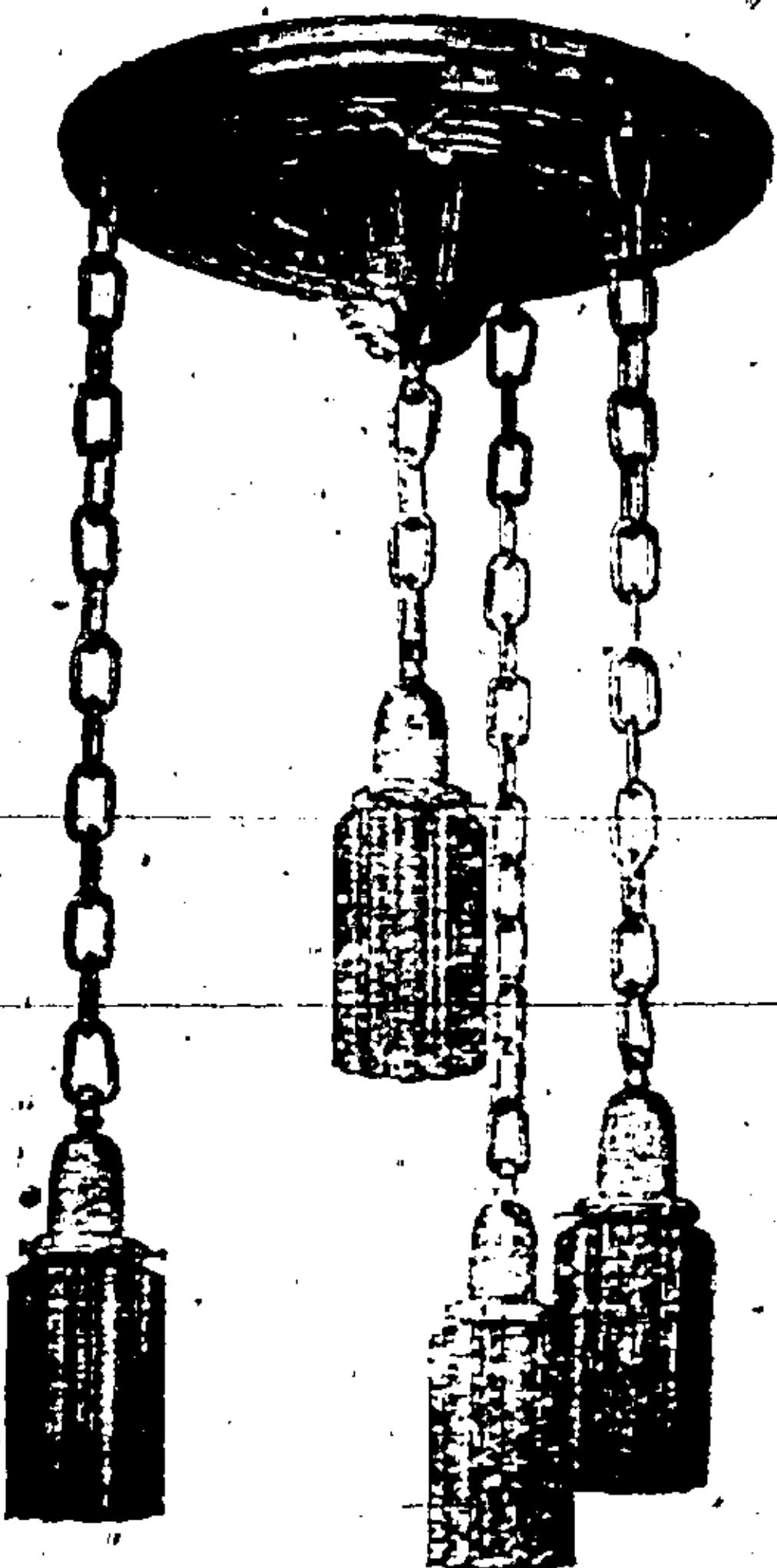
fixtures

to suit all

tastes,

pendants &

Brackets.



Come early

and have

your pick

and

beautify

your home.

UNION ENGINEERING CO., LTD.

Offices & Showroom.

York Building, Chater Road.

TELEPHONING FROM

AIRCRAFT.

EXPERIMENTS BY

MARCONI WIRELESS.

Useful developments in the application of wireless telephony to aircraft are likely to follow the success of experiments lately carried out on the London-Paris air route.

Before long, writes a *Daily Chronicle* representative, passengers on aeroplanes will be able to ring up their homes or business houses and carry on a conversation through space with less difficulty than now attends telephonic communication on land.

Col. H. B. T. Childs, who is in charge of the wireless telephony

department of the Marconi Company, stated recently that preliminary trials had been carried out with highly gratifying results.

Telephone messages were picked up from a Handley Page machine recently at a distance of 120 to 125 miles," he said. "At 100 miles the operator's voice was very clear and distinct."

"There is no reason why this distance should not be greatly exceeded when our instruments are made perfect. At present the invention is only in its infancy."

"It is now possible for a passenger on an aeroplane to ring up a ground wireless station, and from there be put through to any telephone within a reasonable radius."

Colonel Childs mentioned other advantages of the invention. Many accidents which have occurred would have been avoided by the use of the instrument.

"For example, a pilot who is lost in a fog will not need to make a descent on unknown territory. All he will need to do is to ring up a ground wireless station, where his exact position can be ascertained by means of triangulation and then transmitted to him."

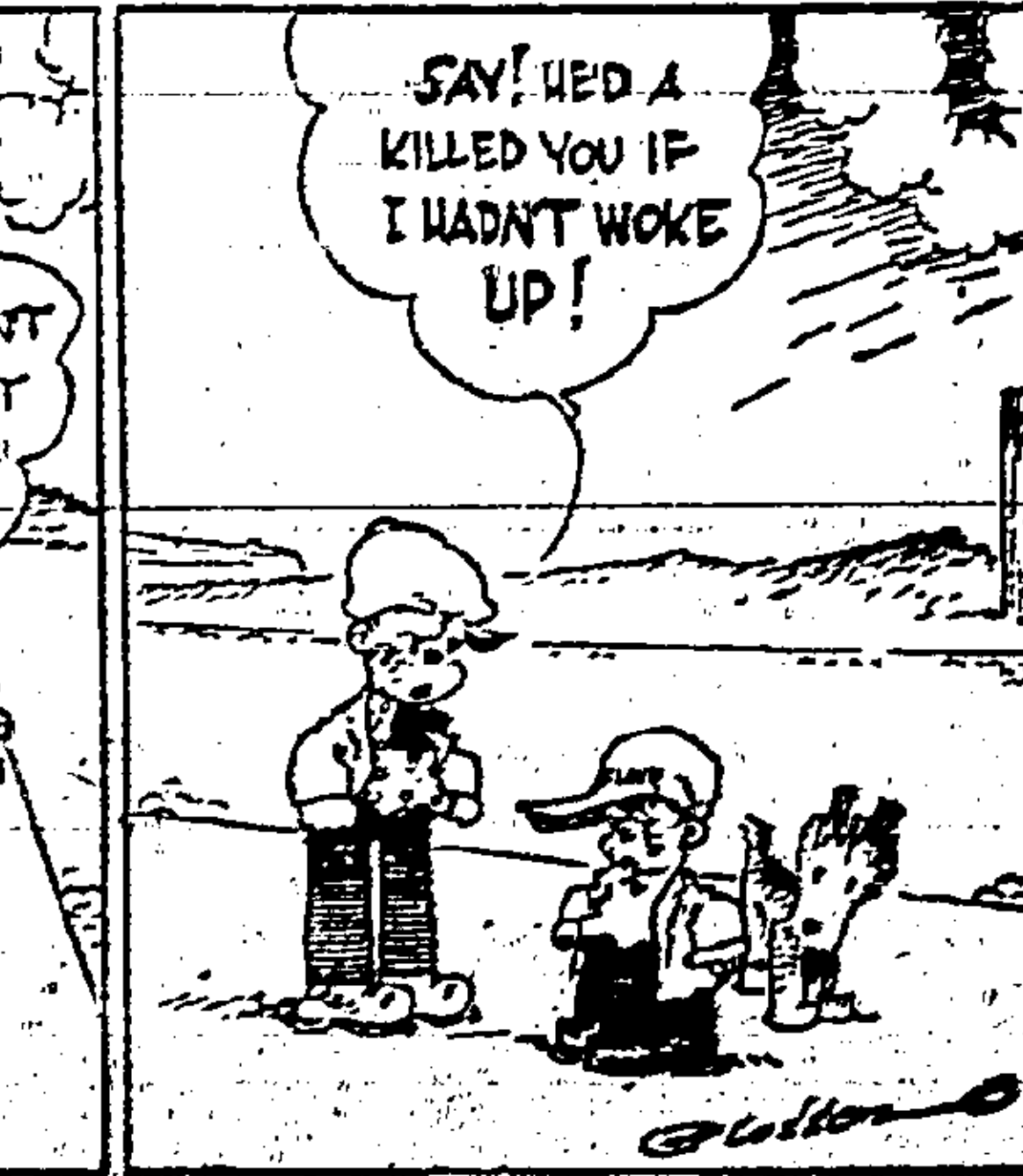
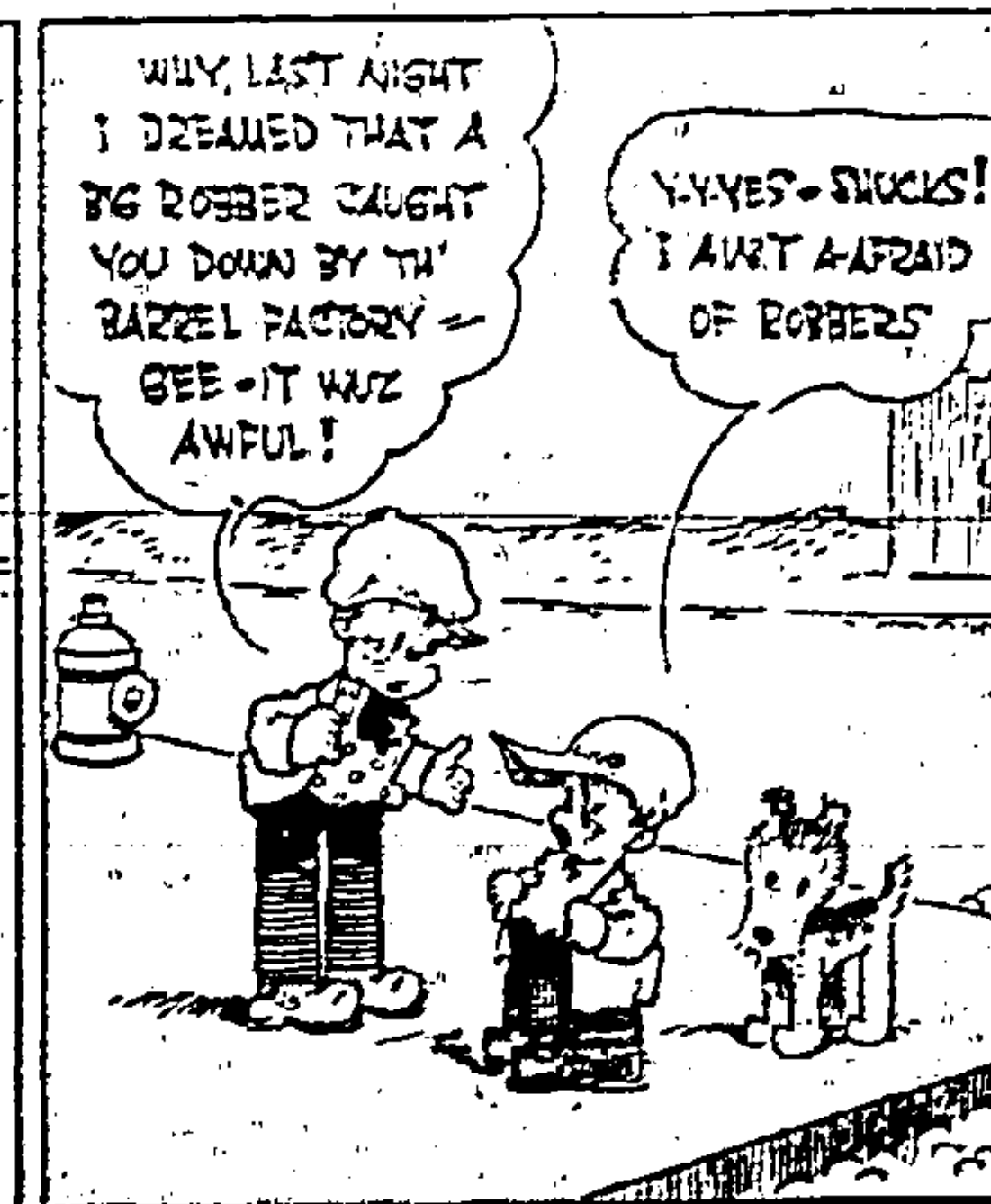
"It will also be possible for an aviator to obtain advance reports of weather conditions along his route, and when in distress over the sea he will be able to send SOS messages to ships."

"Provision is also made, in the event of forced landings, for a message to be sent from the ground for assistance."

FRECKLES AND HIS FRIENDS

Freckles is in Line for a Medal!

BY BLOSSER



Watsons'

very Old liqueur

SCOTCH WHISKY

is a blend of the finest Whiskies
distilled in SCOTLANDThe same high standard of quality
still maintained.Per case of 1 dozen \$28
including duty.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 616.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

BIRTH.

OTTEN.—On April 27th, at Tjibaoe, No. 38, The Peak, to Mrs. G. Otten, a daughter.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 29, 1920.

THE "SKYSCRAPER" QUESTION.

As business is the breath of life in Hongkong, it is obvious that scope for expansion is an absolute necessity to the Colony. At the present moment, the greatest problem facing commercial men here is the extreme shortage of premises and sites for new buildings. There are firms in Hongkong who want to extend their offices but are unable to do so because of that shortage, whilst newcomers are faced with the initial obstacle of being unable to find office room. All this is to the detriment of the Colony, and unless the situation can be relieved the eventual result must be decidedly harmful. From the statements which we were able to publish yesterday, however, it is clear that matters will improve as time goes on. The Praya East reclamation scheme, long overdue though its initiation is, will greatly help towards the desired end, inasmuch as it will open up acres of most desirable plots eminently suitable for the accommodation of business premises. This project has long been on the lips of many people here inclined to regard it in the same light as the promised railway link between Canton and Hankow—desirable and urgently necessary, but for ever receding into the distant future so far as completion is concerned. However, we are now told that work will really begin in the near future. The whole venture will take some four years to accomplish, but long before the final stage is reached there should be many sites rendered available. What we should all like to see in this connection is the off-advocated removal of the military and naval establishments from the heart of the city. If the ground now occupied by the two Services could, without detriment to either, be rendered available to business concerns, a magnificent stretch would be opened up, when taken in conjunction with the Praya East reclamation. Our hope is that this matter is being pressed home in the right quarters.

In other centres, and especially in the United States, where land is scarce, this problem of congestion has been tackled by the erection of many-storeyed buildings—"skyscrapers," as they are commonly called. Here in Hongkong we have still to see any block of buildings which goes higher than five storeys. In view of the seriousness of the present shortage, why not give a trial to the skyscraper? The Colonial Secretary, seen yesterday on the point, appeared to be sympathetic, and he pointed out that the Government would doubtless give consideration to modification of the existing building regulations in this connection. The present Ordinance is admittedly hopelessly out-of-date on this particular point, though the authorities have power to permit the erection of structures higher than contemplated by Ordinance and have exercised that right recently. The question arises, of course, whether, in view of the liability of this Colony to typhoons, skyscrapers would be safe. We are assured by Americans, however, that no danger from this source need be feared, as similar buildings in San Francisco and other big American cities quite well stand the shock of cyclones and tornadoes. The important thing, of course, is a good foundation and scientific building. So far as the old Post Office building here is concerned, there should be no difficulties in the way of foundation, for it does not stand on reclaimed ground, as so many of our offices do. One man tells us that if a fourteen or fifteen-storey building were put up on this spot, with a good elevator service, enough accommodation could be provided for the whole of the Colony's present business needs.

Skyscrapers are, admittedly, not altogether artistic or ornamental, nor are many of the present tumble-down structures in the heart of the city, for that matter. After all, it is business, and not sentiment, that we are considering. So we say that this idea of utilizing sky space where ground space is scarce is a good one. Shanghai, we hear, is going in for buildings of this type. Then why not Hongkong as well? If we want the business of the Colony to increase, we shall have to offer inducements to commercial concerns to come here. The first requisite, as we have said, is accommodation. To secure it, we ought to adopt any scheme which will prove helpful.

NOTES & COMMENTS.

THE ALLIES' DECLARATION.

It must have been very reassuring for all who take an interest in the international position of to-day to read the text of the Anglo-French Declaration which is the result of the San Remo Conference. It seemed at one time as though there was a considerable cleavage in the common ideas of the two great countries, France and England, but proof of their close and deep friendship can be had in the fact that only after a few days' conference they came to agreement on one of the most important matters that has been raised since the armistice was signed. And with the text of that declaration we think there will be general agreement. First and foremost it is emphasised that the Treaty of Versailles must be carried out and that the Allies are as solid in their determination to secure that as they were when they were waging a common war. There is given a list of omissions on the part of Germany since the signing of the document that might well prompt the question "Whatever is she squealing for now?" One can say that Germany has done very little else besides signing the Treaty and that all through the months that have elapsed since, she has been making excuses and appeals. In the text to hand there is every indication that the Allies are fully aware of the difficulties with which German statesmen are confronted, and that there is no desire to drive the country any farther into the mire than she is at present, but it is rightly laid down that the one great requisite is some better endeavour on the part of Germany to carry out the engagements to which she has subscribed. There has been no real attempt at disarmament, no adequate destruction of her war material or reduction of her effective and no provision made for reparations or cost of the army of occupation. Is there not some justification, after all, for the attitude that France has taken up?

GERMANY'S NEW CHANCE.

Britishers are very prone to forget; they fight a good hard fight but want to make it all up again soon, and that explains the attitude of the British Government in the recent crisis. It was thought that Germany should not be interfered with too much and that a little license might be given in the matter of her troops for police work. France saw a little deeper and took her own active measures to combat what she interpreted as an act of very thoughtless violation. But the disagreement appears to have passed in favour of a stiffening of the British outlook. Germany cannot complain of ambiguity in the present Note; it is as clear and precise a statement as one could wish for. The invitation for Germany to send a representative to discuss matters with the Heads of the Allied Governments is one that should be accepted with gratitude and it is to be hoped that the explanations and proposals asked for will be forthcoming. Germany can now take it that either one of two things must happen: either she must do a little more to conform voluntarily or else the Allies will take their own steps to secure the desired action. By her own folly Germany has lost all chance of being granted the concession she has asked for and it must be the hope of all that she will not throw away this new chance that is being held out to her to obtain a fresh start on the road to national health. The Allies have promised help if Germany will stick to her bargain, and we believe that that help will be given.

DIVIDENDS.

TWO DECLARATIONS.

Messrs. Dodwell and Co. are in receipt of a telegram from Tientsin informing them that at a meeting of Directors of the Chinese Engineering and Mining Co., Ltd., in London an interim dividend of 2/- per share, free of Income Tax, was declared on account of the year ending 30th June, 1920, payable on 15th May next.

Messrs. Shawan, Tones and Co., have received a telegram from Shanghai stating that the Directors of the Yangtze Insurance Association, Ltd., recommend a dividend of \$20 per share for 1920.

DAY BY DAY.

UNSHARED PROSPERITY FALLS AND PINES AND CARRIES NO BLESSING IN IT.—MARTINEAU.

There were three non-fatal cases of cerebro spinal fever (all Chinese).

Sir Ellis Kadoorie left for Shanghai yesterday to attend the Races at that port.

We are informed by the Colonial Secretary's Office that the quarantine restrictions against Manila have been withdrawn.

The report that the Hon. Mr. Lau Chu Pak is concerned in the contemplated purchase of the Kwantung Cement works is untrue according to a statement made to us by Mr. Lau yesterday.

Mr. A. K. Lowe will contest with Mr. T. F. Hough for the vacancy on the Legislative Council, created by the impending departure of Mr. Pollock. His name has been proposed by Mr. J. Scott Harston and seconded Mr. F. Smythe.

A smuggler of opium and small coins lost these to the Police by order of the Magistrate who also decreed that he should pay a fine of \$75 in respect of the charge of opium possession. He had \$14 in small coins and 7½ taels of opium, and was arrested yesterday.

Mr. and Mrs. Leefong Ahlo and Mr. Pan were guests of honour at dinner in Sincere Roof Garden at Canton last evening given by the Euro-American Residents. Mr. Ahlo is leaving Canton next week for Samoa, where he will assume his duty as the Chinese Consul to that port. Mr. Pan is assisting him.

The Chinese passenger of the Victoria who was arrested by the Police on the arrival of the steamer yesterday, following the discovery of arms which he attempted to conceal about his person, was to-day fined \$50 at the Police Court. A revolver and 194 rounds of ammunition were found concealed about his waist and in a box.

When a Chinese boy was sentenced by Mr. N. L. Smith this morning to six strokes with the rattan for stealing, his mother pleaded that his Worship set aside the sentence on the ground that it was his first offence. The appeal was unsuccessful. It was stated that in addition to a sum of \$2, he also stole from a Chinese woman some jackets and afterwards pawned one of these. He was seen attempting to sell the ticket to a man whom he met in the street.

Early this morning the Fire Brigade was called out to attend to a fire which broke out at 63, Praya West. The blaze, which was confined to the third floor of the house, had obtained a good hold amongst the medicine stuffs with which the place was stocked. The outbreak is attributed to the overheating of a stove used for drying the herbs. The owners, the Man On Kee Company, estimated the loss to goods and premises at \$6,000, which was covered to the extent of \$5,000 by insurance with the Sun Insurance Company.

Four Chinese caught yesterday by a forest-guard in the act of committing a wholesale assault on the trees at the hillside with saws, were to-day arranged in their proper order before the Magistrate and asked if they had anything to say why retribution should not be visited on them. The first one said that he was in need of a carrying pole; hence the cutting down of a certain young tree. The second man said he wanted firewood to cook his "chow." The third man pleaded that he had just arrived from the country, and had not yet been sufficiently initiated into the regulations of Hongkong; whilst the fourth prisoner blandly told the Magistrate that he was cutting down the trees but not stealing them. These specious excuses were of no avail. Each man was ordered to contribute \$2 to the Treasury or take his meals for five days in the Gaol.

EN PASSANT.

Hongkong has had a very quiet week. We are going back to those rather monotonous days that characterise each summer—days when we just go through our business routines and then hasten off as fast as we can to bathe or lie back. But the calendar has raced the summer this year. Dark clothes are still predominant, a strong north-easterly monsoon wind and plenty of rain have made matters cool, and everyone is talking about how thankful we should be for it. I was chatting to a very old resident the other day and he was saying how it seemed that the period of the seasons was changing. The summer starts later than it used to, and lasts longer. Years ago one looked to the end of September to see them through the hot season, but now October can, in a very real sense, be a summer month. I remember that some years ago at Home there was a great deal of newspaper discussion on this matter, how the winters were getting milder and summers less hot; how seasons were changing.

And it was all put down by one scientist to the gradual cooling of the earth; by another to a slight deflection of the Gulf Stream; and by some the whole business was ridiculed. Does it not all go to show what a really wonderful subject the weather is? When we comment to each other on the nature of the day we little think that our commonplaces are on a subject of almost limitless possibilities. We might joke about the fact that we always speak of the weather when we have nothing else to talk about, and perhaps readers are thinking that I am finding it very useful now. But, after all, what more interesting topic is there?

I came across a statement in a local paper to the effect that the *Manchester Guardian* has reported that there are over 2,000,000 more women than men in England just now. A most deplorable state of things, surely. Some of our single men might be anxious to get back Home on hearing such news, but if Hongkong wanted to do a little advertising it might be a good thing to announce that we have a preponderance of men here and that a few of the spare nice girls at Home would do well to travel. We all know that many young women are being persuaded to go to Canada and Australia under the auspices of the Salvation Army, where it is intended that they shall engage in work and eventually settle in the countries as wives of Colonials. What has poor Hongkong done that it cannot have just a few? I can imagine the announcement that on a certain day there would arrive at the Kowloon Wharf the good ship "—" having on board a number of young ladies eligible in every way for employment or marriage causing something like a fight for seats on the ferry. And would there be only young men present? No, Sirree! I suggest that our Committee appointed to investigate how the Colony could be developed might also give such a matter as this very careful consideration. They would then be certain of achieving something popular.

A Vicar at Home, the Rev. Hugh L. Marsh, of Mansfield, has decided that courting couples should be given instruction, and he is going to hold classes at which only such young people will be present. Let there be no mistake. He is not intending to give tips on the art of gentle hand squeezing, or cooing or of gurgling out sweet nothings. Oh, no. He is going to talk about such things as hygiene, comradeship, self-sacrifice, respect for each other, and many other very ideal things, for he says that he is certain that such instruction would do away with the cause of a great deal of misery. The idea is all right if it will work—if he will get the young people to attend. For myself I can hardly imagine a young gallant suggesting to his intended that instead of a walk to quiet spots they should drop in and hear a parson discourse on the attributes that perfect lovers should have. Are not all lovers perfect to each other and don't they all think that such lectures might be all right for other people but would be wasted on themselves? I know I should have thought so—would have known so. Mr. Marsh might be a very well-intentioned person, but he has overlooked facts. It might be that he has never been in love.

CONTEMPORE.

CORRESPONDENCE.

[To the Editor of the "Hongkong Telegraph"]
A CHURCH APPEAL.

Sir,—May we, through your columns, appeal for funds to rebuild the Protestant Mortuary Chapel at Macao?

It was built at the beginning of last century and has always been used by the Anglican and other Churches for Divine service.

There is in hand about \$1,000, which was subscribed last year by local firms and friends for repairs to the building; but before these were accomplished a typhoon blew the Chapel down.

The estimated cost of rebuilding is \$4,000.

Donations will be welcomed and may be paid to credit of the Treasurer, Macao Protestant Church, through the International Bank or to Dr. Pearce, London Mission.

Thanking you for the courtesy of publication.

We are,
Your very truly,
G. H. VICTORIA, HONGKONG,
THOMAS W. PEARCE,
Hongkong, April 29, 1920.

THE DENNISTON CO.

"THE THIRD DEGREE."

From "Up in Mabel's Room" to "Civilian Clothes" and then to "The Third Degree"—the Denniston Players have run through a whole gamut of changes and deserve a full meed of praise for their really sterling work in all. "The Third Degree," which this very versatile company put on the boards last night at the Theatre Royal, is a melodrama which provides a very stirring evening's entertainment, and the four acts were superbly well played. The story is most dramatic, and full of exciting episodes, the plot hanging on the method of the American Police in extracting confession by means of "the third degree." It is similar to the method that the Spanish Inquisitors used to extract confessions from victims by subjecting them to severe mental and bodily tortures. The psychology of confession as practised by the Police is a subject that a certain eminent doctor in the play, named Bernstein, had made his special study, and he appears on the scene after Robert Underwood, a curio dealer, takes his life, leaving in his rooms a collage mate, Howard Jeffries, junior, who had been visiting him the previous night to borrow \$2,000, and was so drunk that he had to sleep in Underwood's house. He was found there by the Police in an incapable state. It is unnecessary to take the reader through the vicissitudes of the play, in which there figures prominently a young factory girl, who was taken from the factory by young Jeffries, who educated and married her in defiance of his father's desires, and was thus deprived of his share in the large fortune of his father.

With artists of the calibre of Miss Warda Howard and Mr. Leo Kennedy taking leading parts the play received a masterful handling. Miss Howard played with a conviction that made her part very real. In her scene with her husband's father, appealing to him to secure the best forensic talent to defend his son, she was great, and her acting throughout was without blemish. She introduced into the role that measure of pathos necessary to make the situation realistic. She did not in any way overdo her part and the portrayal of the character was a great triumph for her. Mr. Leo Kennedy, as young Jeffries, who is accused of the murder of Underwood, invested his part with a reality that was thought-compelling. His scene with the head of the detective force, where the latter forces an extraction of guilt from him, was a very fine piece of work. It was a difficult task which was executed with fine histrionic ability, stamping him out to be a first-class actor. The role of the plotting Captain Clinton was in the capable hands of Mr. William Augustin. His villainy stood out well. Mr. Denniston had a part as a solicitor, that suited him like a glove. Miss Pressy Preston scored a distinct success as well, while the other parts were in capable hands.

To-night "Friendly Enemies" will be staged. It has been announced to-day that owing to the postponement of the sailing of s.s. Nore for Singapore, the Company is enabled to extend their season until May 8th. The programme for this extended period will be announced later.

TO-DAY'S MISCELLANY.

Advocates of calendar reform are busy again extending their activities. The 24 hour clock, almost universally accepted, after inevitable delay, is to be followed by a proposal to equalise the length of the months and establish a world's Peace Day, after fullest consideration. Chief of all, however, seems to be the wish for a settled Easter, and (of course) a fixed Whitsun. No less an authority than the Holy See is to be invoked, and the personal attention of the Pope directed to this desirable change. Much time will be occupied in this rearranging of time.

All Hallows, the City church whose future fate will be decided by a Commission just appointed, is unknown even by sight to most Londoners. It is the "invisible church," connected with Lombard-street by a passage through a narrow archway, and is externally one of the plainest structures erected by Wren, though the interior contains some splendid carved woodwork, which could be preserved in the event of this superfluous edifice being demolished. It was here that John Wesley preached his first extempore sermon, which was connected with a touching incident recorded on the north-east wall of the nave.

Sweepstakes are attracting a good deal of attention at the moment—from the police among others—but would anyone, even a lucky winner, regard the word as an appropriate name for a ship to-day? The question is suggested by the fact that "The Sweepstake" was once one of the most popular of ships' names. In those days a sweepstake meant simply one who took everything, and so had that touch of arrogance not uncommon in nautical names. "The Sweepstake" was the "king's bark" of Henry VII., and the great galley of that name had her place in the "second rank" of the vanguard of the fleet in 1545. And right up to the end of the 17th century the name remained popular in maritime circles.

The recent exhibition of pictures by famous artists for Tube posters is a reminder of the comparatively recent origin of a now all-popular form of advertising. The first picture poster seems to have been a design by Lalanne, used in Paris in 1836 to advertise a book, "Comment Meurent les Femmes." The idea at once caught on, and soon the hoardings were covered with imitations, generally printed in black on white or tinted paper. The first English placard to attract widespread attention was one of Fred Walker's advertising Wilkie Collins's play "The Woman in White." The colour poster came into being about 1869, and attained the dignity of a fine art with Jules Chéret, "the father of the picture placard."

Emile Sauret, the eminent violinist, whose death is announced, has more than once been mistaken in the popular mind for Emil Sauer, the distinguished pianist. While differing in many respects they shared a common admiration for England and English audiences. The former a Frenchman born, and the latter a German, Sauret had adopted this country for the last 30 years; while Sauer's link was equally strong through his Scottish mother. In point of view, however, they differed, the violinist carrying on the old traditions of the De Bériot school (for he was that great master's last and perhaps most distinguished pupil), and the magical tradition left by Sarasate, whom he succeeded at the Royal Academy of Music.

Two new compendiums of knowledge have commenced publication. One of them calls itself an Encyclopedia, while the other adhering to the older orthography prefers Encyclopedia. Is there in this a revival of the old feud between the diphthong and the more modern method of avoiding it? So long ago as 1538 Sir Thomas Elyot introduced the word "encyclopaedia" into our language, preferring the form without the diphthong, and his spelling was confirmed by Dr. Johnson, but there has of recent years been an effort to adopt the Greek form of the word with the diphthong. Perhaps, after all, the original way is the best, considering that the diphthong is never pronounced, and in these days of economy why waste even a vowel?

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

PUSHED RICKSHA IN HARBOUR.

AMERICAN SEAMAN IN TROUBLE.

Thomas McNally, who came from the States on the American troopship America, as a seaman of that steamer, was extremely vexed yesterday because his ricksha coolie ran away and did not stop to give battle to him as he would have liked.

The trouble arose, we gathered, from the fact that Mr. McNally was not dressed in the finery of the rich *fun kuan*, and this had given the impression to the coolie that as a fare, he was not profitable.

Consequently the peculiar behaviour of the coolie may be understood when he suddenly dropped the shafts of the ricksha near the Bowring Canal and took to his heels to avoid a collision with Mr. McNally. What happened after this is well described in the words of the American at the Police Court today, when he was charged with damaging the ricksha by pushing it into the Harbour. "He took out this small pocket book in which I had \$3 in notes and ran. I hollered to the guy and he bolted, dropping the book. I wanted him to come back and fight, sir, but he would not come back. He would not come over to the ricksha for me to punch him, so I pushed, and pushed, and pushed, until it went down into the Harbour."

His Worship, Mr. Hutchinson, enquired if Mr. McNally's intention in gradually edging the ricksha towards the Praya wall was to entice the coolie to come near so that he might come within reach for an assault.

Mr. McNally indirectly gave an affirmative answer, and the coolie's evidence was then called for.

It appeared from the coolie's evidence that Mr. McNally engaged the ricksha near the barracks in the early hours of this morning to go to Causeway Bay where it was his intention to engage a sampan to return to the America. He could not secure any boat and was returning to the Central district in the ricksha when the trouble commenced. "I asked him when we were near the Bowring Canal when he intended to be put down," the coolie informed the Magistrate. "He vouchsafed to reply, and as he would not come down from the ricksha I dropped the shafts. He skipped out and chased me, but he could not catch me."

The defendant was ordered to pay a fine of \$5, and also a similar sum as compensation to the coolie for the damage caused to his vehicle.

MERCANTILE BANK.

NEW ISSUE OF SHARES.

Mr. Sandes, Manager of the local branch of the Mercantile Bank of India, has received a telegram from the London Office that the Bank is about to issue 60,000 new shares. They will be called "C" shares and will be £5 fully-paid and issued at a premium of £3, making £10 each share.

The shares will be offered to the present shareholders—one new share for each "A" or "B" share presently held. The first instalment of £5 is payable not later than 30th May and the final £5 not later than 30th June. The new shares rank for dividend from 1st July next.

GIRL "SLAVERY" IN HONGKONG.

COL. WARD STILL ACTIVE.

We have received the following Router's message dated London, April 26th:—

In the House of Commons, replying to Colonel John Ward, as regards the abolition of girl slavery in Hongkong, Colonel Amery said that the law of Hongkong does not recognise the existence of the servile status. As regards Mui Tsai, the Secretary of State was communicating to the Governor who was asked to consider the possibility of requiring adopted children to be registered and, after the registration, to be subject to visitation.

TENNIS MATCHES.

ANOMALIES OF THE SCORING.

We have received the following from a well-known local tennis player regarding what he considers to be the drawbacks of the present method of scoring in Tournament games:—

"I suppose that quite a number of people besides myself have noticed that in the match which was played on the Cricket Ground last evening between F.A. Redmond and Major Bowen, and S. and O. Rumjahn, although the former lost the match they scored the greater number of games. The match went five sets, three of which were won by the brothers Rumjahn, who these players only won 21 games as against their opponents' 33. Surely, there must be something wrong with a method of scoring by which it is possible for people who score the lesser number of points to win?"

"The whole method of scoring at tennis seems to be very badly in need of a revision. It is possible for a man to lose a set although he has won the greater number of strokes. There can be no question that the ideal way of scoring would be by points or strokes, a match being the best, say, of 201 strokes. But that would make matters a little difficult in the way of keeping the score, and so games might very well be made the deciding factor. For the sake of convenience one could still retain the idea of sets, but only for the purposes of limiting play and not for deciding as to who are winners. The method of scoring in League play is quite good, because it is made a question of games not of sets. And it would be far better for all matches to be strictly limited as to duration. Why make it the best of five sets? Why not say that a match shall be one of five sets and that the players up on games shall be the winners?"

There was also raised quite recently the point about scoring after 'deuce' and after 'five games all.' It seems a good idea to make it the rule that any player who scores two consecutive strokes after 'deuce' or two consecutive games after 'five games all' should win the game or set. As matters are now, a man may often have to win three consecutive points and three consecutive games.

"There are many other little points that one might raise on what seem to be some very grave faults in the present method of scoring. Tennis is perhaps the most popular game here, and its popularity at home is becoming very considerable, and it would be a very welcome thing if the Tennis Association at home gave the matter of revising the rules governing the scoring a little earnest attention."

LAWN TENNIS.

AN UNEXPECTED WIN.

There was an interesting tie played in the H. K. C. C. tennis tournament last evening, when S. and O. Rumjahn met and defeated F. A. Redmond and Major Bowen in the semi-final of the Championship Doubles. The match went the full five sets, each pair taking a set in succession and the Rumjahns winning by three to two. On actual games, however, the losers scored more than the winners—23 against 21. The set scores were 6-4, 2-5, 5-3, 1-6, 6-4. The winners, who were not expected to defeat their opponents, played a very steady game, though the play was not brilliant. They now meet Ng Sze-kwong and A. H. Rumjahn in the final.

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MERCHANT-MARINE.

CHINA COAST CHANGES.

Captain H. A. Walker, of the Shuntien, is on leave.
Captain J. Oudney, from reserve, has gone master, Shuntien.
Captain J. S. de Wolf, of the Ichang, is on leave.
M. C. S. Isbister, from reserve, has gone master, Ichang.
Mr. H. H. Taylor, chief officer, Ningpo, has gone chief officer, Hsin Peking.
Mr. G. P. McAdam, chief officer, Hsin Peking, has gone master, Tug 2.
Mr. A. R. Ness, second officer, Kaching, is on reserve.

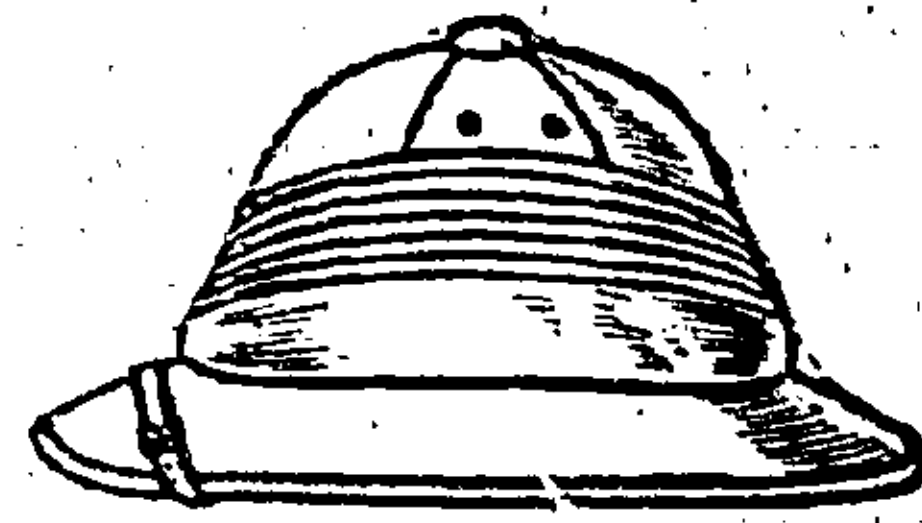
Mr. A. S. Hendry, chief engineer, Kwangsu, is on reserve.
Mr. W. M. Stewart, second engineer, Wuchang, is on leave.
Mr. A. Russell, second officer, Toonan, has gone acting chief officer, same ship.
Mr. H. B. Graham, second officer, Kiangshin, has gone second officer, Toonan.
Mr. A. L. Letchford has been appointed second officer, Kiangshin.
Mr. E. J. Hickey, second officer, Kiangyu, has gone acting chief officer, same ship.
Mr. E. A. Park, from leave, has gone chief engineer, Kwangshah.—Shipping and Engineering.

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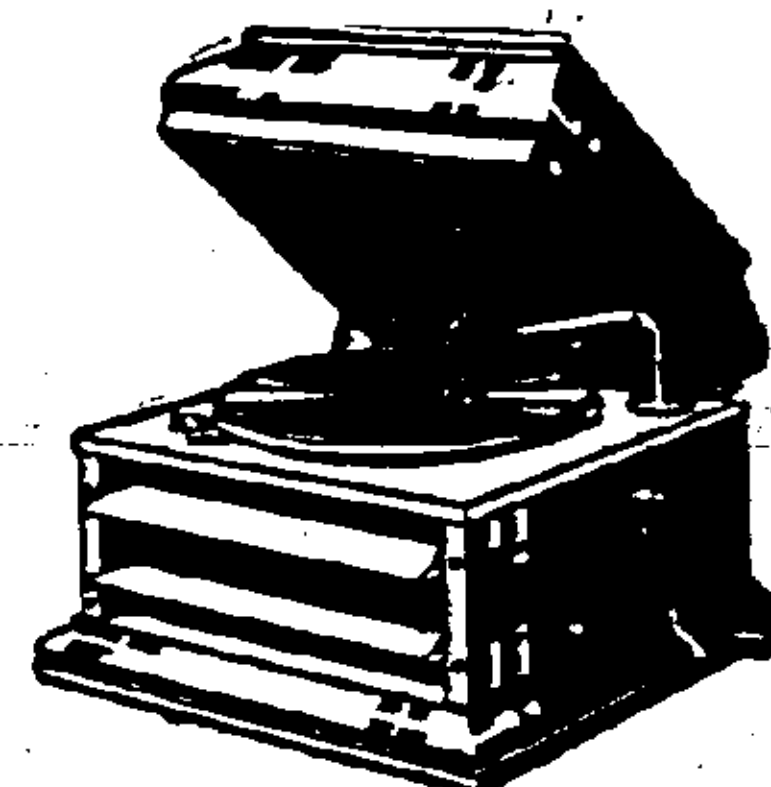
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| Suwa M. | O. S. K. | May 5 |
| Toyohashi M. | N. Y. K. | May 6 |
| Kunijiri M. | O. S. K. | May 7 |
| Cadaretta | R. D. Co. | May 8 |
| Korea M. | T. K. K. | May 9 |
| Edmore | A. L. | May 10 |
| Havana M. | O. S. K. | May 11 |
| Wakasa M. | N. Y. K. | May 12 |
| Tsuyama M. | N. Y. K. | May 13 |
| Tsuyama M. | N. Y. K. | May 14 |
| Elkhorn | S. & D. | May 15 |
| E. of Russia | C. P. O. S. | May 16 |
| Delight | F. W. Co. | May 17 |
| Saiyo M. | T. K. K. | May 18 |
| West Inskip | P. M. Co. | May 19 |
| Nora | P. & O. | May 20 |
| Dryden | A. L. | May 21 |
| Radnor | A. L. | May 22 |
| Siam M. | O. S. K. | May 23 |
| C. of Colombo | B. L. | May 24 |
| Mishima M. | N. Y. K. | May 25 |
| Mitra | P. & O. | May 26 |
| Nile | C. M. Co. | May 27 |
| Waban | A. L. | May 28 |
| Himrod | S. & D. | May 29 |
| Luzon | O. S. K. | May 30 |
| Bolton Castle D. & Co. | M. May | |
| Sanuki M. | N. Y. K. | May 31 |
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| M. S. Dollar | R. D. Co. | May 19 |
| Eastern | P. & O. | May 19 |
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| Africa M. | O. S. K. | May 21 |
| China | C. M. Co. | May 22 |
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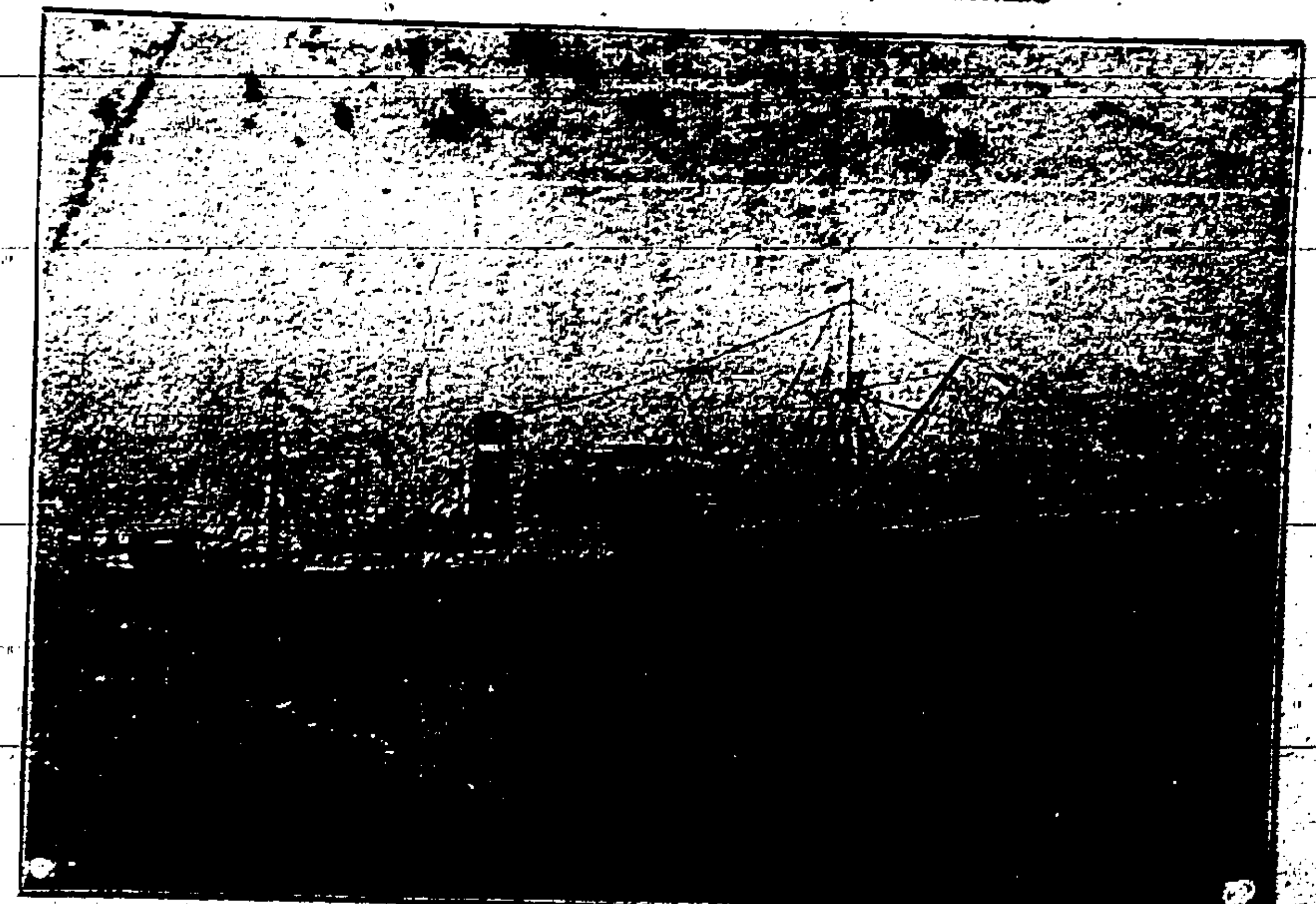
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| Loksang | J. M. Co. | May 2 |
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P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS

PENINSULAR & ORIENTAL SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|------|-------|-----------------------|-----------------------|
| NORE | 6,700 | 10th May | M's, L'don & Antwerp. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|--------|-------|----------|---|
| MUTTRA | 4,700 | 14th May | (Calcutta via Singapore, Penang & Rangoon.) |
|--------|-------|----------|---|

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|------------|-------|----------|---|
| ST. ALBANS | 4,500 | 2nd May | Sydney via Manila, S'kan. |
| EASTERN | 4,000 | 11th May | Thursday Island, Cairns, Townsville & Brisbane. |

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---------|-------|------------------|----------------|
| EASTERN | 4,000 | 30th Apr. 4 p.m. | Moji and Kobe. |
| DUNERA | 5,400 | 1st May, 11 a.m. | Shanghai. |

WIRELESS ON ALL STEAMERS.

Passenger Mailing not more than 14 days before departure will be received at the Company's Office up to 11.30 on the day previous to sailing.

For Passage Rates, Freight, etc. apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Sunday, 2nd May, at 11 a.m. TOYOHASHI MARU (Calling Manila) Wed. 5th May, at 11 a.m. KASHIMA MARU (Calling Manila) Sat. 22nd May, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

TAMBA MARU ... Friday, 30th Apr. at noon. NISHIMA MARU ... Friday, 14th May, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Wednesday, 25th May. LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.

WAKASA MARU (Calling Genoa) Wednesday, 5th May. SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Friday, 30th Apr. at 11 a.m. AKI MARU ... Wednesday, 19th May, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TSUYAMA MARU ... Wednesday, 5th May. SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore. KIMI MARU (Omitting Colombo) Wednesday, 25th April.

TENSIN MARU ... Monday, 10th May. CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU ... Tuesday, 4th May. TATSUNO MARU ... Tuesday, 11th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama. TANGU MARU ... Tuesday, 25th May, at 11 a.m.

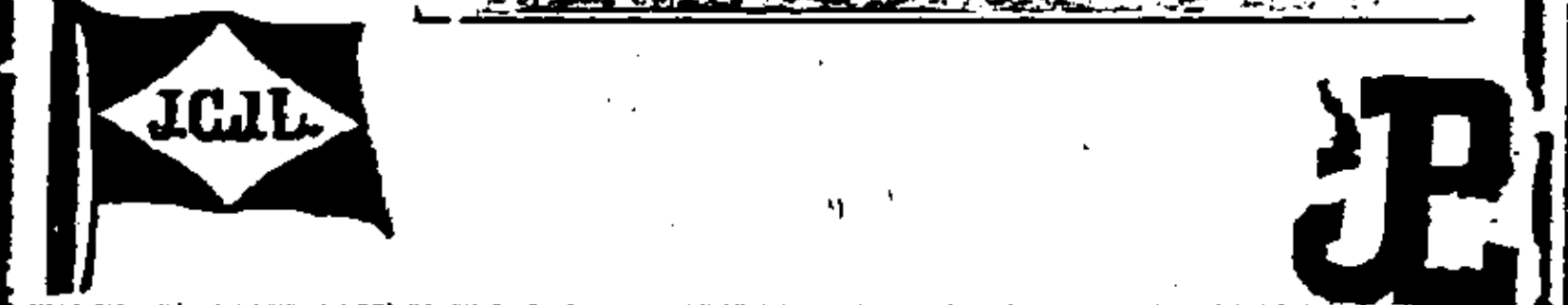
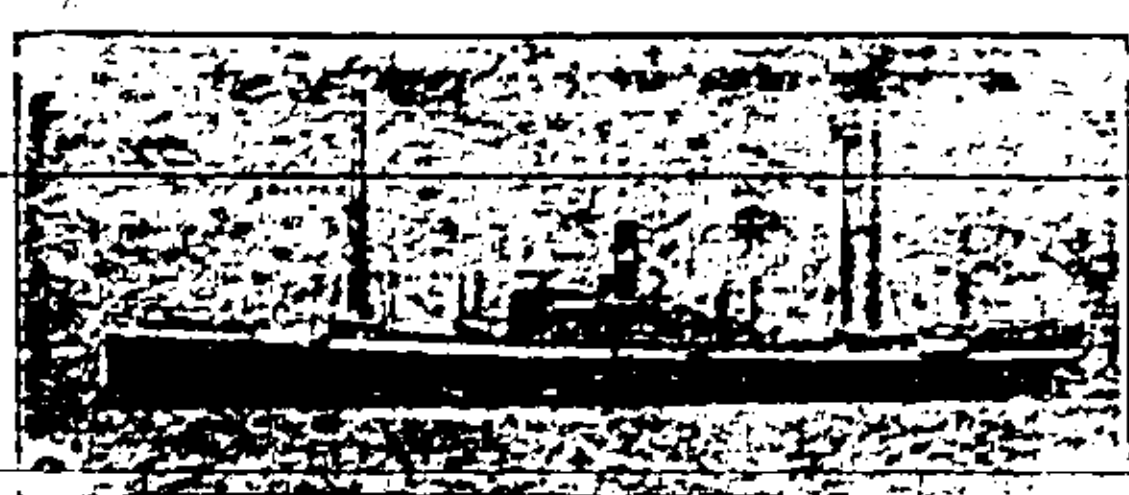
SHANGHAI, KOBE & YOKOHAMA. TENSHO MARU ... Friday, 30th April.

YETOROFU MARU ... Saturday, 1st May. TOTOMI MARU ... Tuesday, 4th May.

TOYO MARU ... Thursday, 6th May. For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager. Telephone Nos. 292 & 293.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | Will leave on or about | To |
|-----------|----------|----------------------|------------------------|--------------|
| Bogekalis | Japan | in port | 25th Apr. | Java. |
| Tijpanas | Java | in port | 3rd May | Java. |
| Tikini | Makassar | in port | 10th May | Java. |
| Tjiwong | Java | 25th Apr. | 3rd May | Amoy, S'hai. |
| Tjileboet | Java | 4th May | 8th May | Japan. |
| Tjisalak | Japan | 15th May | 19th May | Java. |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijl.

York Buildings. Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAVANA MARU ... Tuesday, 4th May. HAVRE MARU ... Tuesday, 8th June.

CENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU ... Friday, 28th May. SEATTLE MARU ... Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore. Tuesday, 11th May.

LYON MARU ... Saturday, 15th May. SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU ... Monday, 7th June. SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

SHISEN MARU ... Saturday, 1st May. VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU (Call Shanghai) Saturday, 22nd May. CHICAGO MARU ... Saturday, 5th June.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

KAIJO MARU ... Sunday, 2nd May. AKAO via SWATOW & AMOY.

SOSHI MARU ... Thursday, 6th May. JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager.

Tel. No. 744 and 745

No. 1, Queen's Building

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrived Hongkong from Australia | Leaves Hongkong for Australia |
|---------|---------------------------------|-------------------------------|
| TAIWAN | 19th May | 24th May |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For LONDON & ROTTERDAM "KAZEMBE" 20th May.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton. General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

via PANAMA CANAL.

"BOLTON CASTLE"

Sailing about End of May.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

FOR SHANGHAI & JAPAN.

S.S. "AFRICA"

Sailing on or about 31st May.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAVA.

S.S. "RIOJUN MARU"

Sailing on or about 13th May.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIEN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading to South African ports, with transshipment at Calcutta, in conjunction with the Indo-China S.N. Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD. Agents.**COASTAL SHIPPING.****INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailing |
|---------------------|-------------|---------------------------|
| MANILA | Loonsang | Fri., 30th Apr. at 3 p.m. |
| TIENTSIN | Cheongshing | Sat., 1st May at d'light. |
| SHANGHAI | Hangsang | Sat., 1st May at d'light. |
| SANDAKAN | Hinsang | Sat., 1st May at noon. |
| SHANGHAI | Loksang | Sun., 2nd May at d'light. |
| HAIPHONG via Hoihow | Taksang | Tues., 4th May at 9 a.m. |
| STRAITS & Calcutta | Yatsang | Wed., 5th May at 3 p.m. |
| SANDAKAN | Chunsang | Thur., 6th May at noon. |
| KOBE | Lalsang | Mon., 10th May at 3 p.m. |

CALCUTTA LINE—This line now effects regular sailings to Calcutta, Penang and Singapore, with transshipment at Calcutta, Penang and Singapore to Japan, Oceania, etc. sailing to Shanghai.

SHANGHAI LINE—Sailings approximately every two days between Canton and Shanghai, with transshipment at Canton, Penang and Singapore to all Northern and Southern Ports via Hongkong.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly at passengers and cargo, sailing to Haiphong via Canton.

BORNIO LINE—One sailing per month between Hongkong and Swatow, with transshipment at Swatow to all ports in the region.

CARGO LINE—Sailings from Hongkong to all ports in the region, with transshipment at Swatow.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, sailing to Shanghai and Calcutta.

CALCUTTA LINE.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers | To Sail |
|------------------------|----------|---------------------|
| SHANGHAI & N'CHWANG | Tientsin | 30th Apr. at 4 p.m. |
| SHANGHAI & TSINGTAO | Kingchow | 1st May at 4 p.m. |
| W'WEL, C'FOO & TIENSIN | Kingchow | 2nd May at d'light. |
| HAIPHONG | Kailong | 2nd May at 9 a.m. |
| SWATOW & BANGKOK | Chusan | 4th May at 10 a.m. |
| MANILA, CEBU & ILOILO | Taming | 4th May at 4 p.m. |
| AMOY, SHAI & PUKOW | Ichang | 4th May at 4 p.m. |
| SHANGHAI | Sunning | 6th May at noon. |
| SHANGHAI & TSINGTAO | Chenan | 8th May at 4 p.m. |

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, amusements, Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tientsin (twice weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'pore.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 36.

Hongkong April, 29, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN (Occupying 9 to 10 days.)

| Steamships | Captain | Leaving |
|------------|----------------|---------------------------|
| Haiching | A. H. Stewart | FRI., 30th Apr. at 2 p.m. |
| Hailong | Ed. Walker | TUES., 4th May at 2 p.m. |
| Hainong | W. C. Passmore | FRI., 7th May at 2 p.m. |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

| Sailings from Hongkong | via | Date |
|------------------------|------------|-----------|
| "CITY OF COLOMBO" | via Suez | 13th May |
| "EUBYMACHUS" | via Panama | 25th May |
| "HOWICK HALL" | via Suez | 27th May |
| "TELEMACHUS" | via Panama | 10th June |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. INABA M. (European Line) left London for this port via Suez on the 9th April, and is expected here on the 19th May.

The N. Y. K. s.s. TSUSHIMA M. (Liverpool Line) left Liverpool for this port via Suez, on the 10th April, and is expected here on the 22nd May.

The N. Y. K. s.s. TOTOMI M. (Bombay Line) left Bombay for this port direct on the 13th April, and is expected here on the 3rd May.

The Dollar Line Company's s.s. M. S. DOLLAR (Vancouver Run) left Vancouver, on March 27th, and is due in Hongkong, May 2nd.

The N. Y. K. s.s. TOYO M. No. 2, (Calcutta Line) left Calcutta for this port via Rangoon, and Singapore on the 15th April, and is expected here on the 5th May.

The N. Y. K. s.s. TOYOHASHI M. (American Line) left Kobe for this port via Moji and Shanghai, on the 21st April, and is expected here on the 30th April.

The N. Y. K. s.s. TENSHO M. (Calcutta Line) left Calcutta for this port on the 22nd April and is expected here on the 29th April.

The N. Y. K. s.s. YETOROFU M. (Calcutta Line) left Singapore for this port on the 23rd April, and is expected here on the 30th April.

The N. Y. K. s.s. FUKKAI M. (Bombay Line) left Bombay for this port direct on the 20th April, and is expected here on the 7th May.

The R. M. S. EMPRESS OF RUSSIA arrived at Shanghai on 24th April, left there 26th April, and is due at Manila on 29th April.

The s.s. METHVEN arrived at Yokohama on 23rd April, left there 24th April, and is due at Vancouver on 15th May.

The American & Manchurian Line, s.s. KAZEMBE, from New York sailed from Manila on the 26th inst. and is due to arrive here on the 29th inst.

The P. & O. s.s. DUNERA left Singapore for this port on 25th instant at 10.30 a.m. and is due here on the 30th instant at about 4 p.m.

The N. Y. K. s.s. NIKKO M. (Australian Line) left Nagasaki for this port on the 25th April, and is expected here on the 29th April.

The Dollar Line Company's s.s. M. S. DOLLAR (Coast Service) left Shanghai on April 27th, and is due in Hongkong May 2nd.

The Robert Dollar Company's U.S.S. s.s. LAKE ANUWA (Coast Service) left Singapore on April 24th, and is due in Hongkong May 2nd.

The P. & O. s.s. ST. ALBANS left Moji for this port on the 26th instant at 4 p.m. and is due here on the 30th instant at about noon.

The N. Y. K. s.s. TAMBA M. (European Line) left Shanghai for this port on the 26th April, and is expected here on the 29th April.

The N. Y. K. s.s. YAMAGATA M. (Calcutta Line) left Kobe for this port via Moji on the 26th April, and is expected here on the 3rd May.

The N. Y. K. s.s. AWA M. (Liverpool Line) left Glasgow for this port via Suez on the 23rd April, and is expected here on the 4th June.

The P. & O. s.s. EASTERN left Manila for this port on the 26th instant at 10 p.m. with the Australian Mails, and is due here on the 29th instant at about daylight.

The Ben Line s.s. BENDORAM from Middlebro, London and Straits, left Singapore, for this port on 28th inst. and may be expected to arrive here on 4th May.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Horowitz, Hotel Carlton, from Shanghai.

1184, from Shanghai.

Leemue, 143 Duckpoodoochun, from Shanghai.

Kichikishimoto, s.s. Mishima Maru, (2) from Osaka.

Chinghan, Kiamcheong, from Amoy.

Bankline, from Chefoo.

Teekhap, from Amoy.

Mr. Lin Hsueh Hung, c/o Tatung (Great Eastern Hotel), from Peking.

1129, 2639, 6794, 1649, 0224, 0046, 5714, 4545, 1122, from Shanghai.

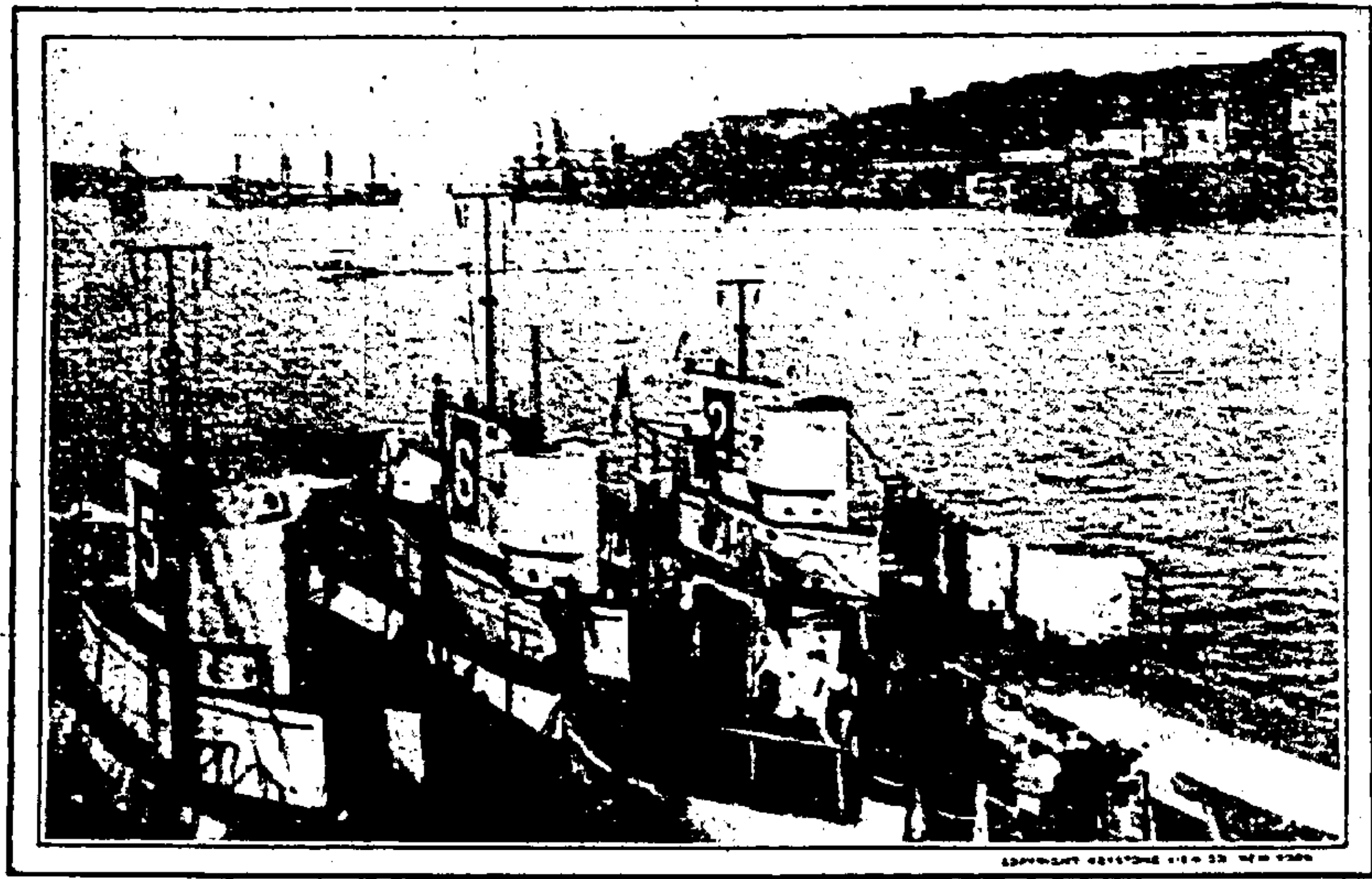
Woosang, Sheungwan, from Kobe.

N. LUND.

Act. Superintendent.

Hongkong, April, 29, 1920.

TO-DAY'S PICTURES.



SUBMARINES IN CUBAN WATERS.

Photo shows a view taken from the mother ship Camden, of American submarines in Havana harbour.



SIR ERNEST RUTHERFORD.

Sir Ernest Rutherford, Langworthy professor and director of physical laboratories at the University of Manchester, claims that he has solved the riddle of transmutation of matter.



SUGAR AT \$66.00 PER POUND

Sugar valued at \$66.00 per pound has been found growing on Douglas fir trees British Columbia, according to an announcement by the American Forestry Association. The find has been carefully studied by Prof. John Davidson, of British Columbia, and verified by the Bureau of Chemistry in Washington and a similar department of the Dominion of Canada. The photograph shows the Douglas fir and an enlargement of one of its branches, the sugar oozing from the bark.



A BRITISH BOXER.

Recent photo of Jimmy Wilde, who has recently had a succession of boxing victories in America.



RELEASED GERMAN.

The above picture, taken on the right bank of the Rhine, shows a line-up of German prisoners, just released from France, waiting for their meal outside the kitchen of one of the German camps established for that purpose.



SPORT IN FLORIDA.

Snapshot of some captures in alligator hunting in the Everglades.

DINGS OF THE DUFFS

Tom Takes a Day Off.

BY ALLMAN



